

**~STATE HIGHWAYS~
Archive Collection
Hampden County Registry of Deeds**



CHICOPEE



*Donald E. Ashe, Register
Hampden County Registry of Deeds,
a Division of the Office of
William Francis Galvin, Secretary of the Commonwealth*



1942	STATE LAYOUT PLAN #3409 Route 33, Memorial Dr., right of way across U.S. government railroad tracks taken by Massachusetts Comm.
1946	STATE LAYOUT PLAN #3458 Route 33, Memorial Dr., Montgomery St. to South Hadley line
1948	STATE LAYOUT PLAN #3585 Route 116, Chicopee St, Davitt Memorial Bridge northerly past Poland St.
1952	STATE LAYOUT PLAN #3978 Bridge from West Springfield to Chicopee proposed relocation of Route 20
1952	STATE LAYOUT PLAN #3994 Route 20 (I-90, Mass. Pike) relocation Lombard Rd. to Ludlow town line
1952	STATE LAYOUT PLAN #3998 Route 20 Socony Vacuum Oil Co. pipe easement relocated
1953	STATE LAYOUT PLAN #4082 Memorial Dr., abandonment on east line, south of RR tracks to Westover
1955	STATE LAYOUT PLAN #4285 Route 20(I-291) relocation Springfield line to Fuller Rd.
1966	STATE LAYOUT PLAN #5609 I-91, Springfield line northerly to junction of I-391
1966	STATE HIGHWAY LAYOUT #5627 Davitt Bridge over Chicopee River
1967	STATE LAYOUT PLAN #5704 I-391, from junction of I-91 to Center St.
1968	STATE LAYOUT PLAN #5773 Center St., widening of west line near easement
1972	STATE LAYOUT PLAN #5863 I-391, easterly line near Beston St. portion of layout 5704 not required
1970	STATE LAYOUT PLAN #5897 Route 116, Chicopee St., I-90, Mass. Pike to Meadow St.
1975	STATE LAYOUT PLAN #6186 Route 33, Memorial Dr., alterations & takings for highway expansion



1978	STATE LAYOUT PLAN #6261 I-391 Layout from 5704-6360
1979	STATE LAYOUT PLAN #6398 Federal Aid Project No. I-391-3(4)8 I-391 Additional taking on Chicopee St.
1979	STATE LAYOUT PLAN #6427 I-391 Limited access alterations on easterly line (also access granted, Depot St.)
1980	STATE LAYOUT PLAN #6493 I-391 Grattan St. easement takings at Hercules Powder Co.
1981	STATE LAYOUT PLAN #6503 I-391 Takings from Fortier & Duchame
1982	STATE LAYOUT PLAN #6521 I-391 Takings at intersection of Fair & Ena Sts.
1991	STATE LAYOUT PLAN #6993 Route 141, East Main St., alteration for bridge
1991	STATE LAYOUT PLAN #6994 Route 141, Technology Dr., Bridge, East Main St. to Fuller Rd.
1992	STATE HIGHWAY LAYOUT PLAN #7054 East Main St., Carew St. to Springfield line.
1955	STATE HIGHWAY LAYOUT #9 I-90, Mass. Pike, Sobieski St. to Granby Rd.
1955	STATE HIGHWAY LAYOUT 9(a)(1)(a)(2) I-90, Mass. Pike, Easement, Western Massachusetts Electric Co. between stations 85-90 amend.
1957	STATE HIGHWAY LAYOUT #9(alt. 2) I-90, Mass. Pike, alteration in line east of Trafton Street.
1955	STATE HIGHWAY LAYOUT #9 (amend. 1) I-90, Mass. Pike, amendment in takings between Sobieski St. & Joffre St.
1955	STATE HIGHWAY LAYOUT #35 I-90, Mass. Pike, East Meadow St. & Sitarz Ave. alterations.
1955	STATE HIGHWAY LAYOUT #60 I-90, Mass. Pike, Drainage Easement on Granby Rd. at Pond St.
1955	STATE HIGHWAY LAYOUT #75 I-90, Mass. Pike, Granby Rd. easterly to station 224.



1955	STATE HIGHWAY LAYOUT #75(a)(1)(a)(1) I-90, Mass. Pike, entrance & exit ramps at Montgomery St. & Route 33.
1956	STATE HIGHWAY LAYOUT #75(alt.2) I-90, Mass. Pike, alterations in ramp, Montgomery St.
1957	STATE HIGHWAY LAYOUT #75(alt. 3) I-90, Mass. Pike, easement for water pipes around station 150.
1956	STATE HIGHWAY LAYOUT #75(amend. 2) I-90, Mass. Pike, easement for USA sewer pipe around station 173.
1986	STATE HIGHWAY LAYOUT #75(amend. 4) I-90, Mass. Pike, drainage easement, near Memorial Drive.
1955	STATE HIGHWAY LAYOUT PLAN #88. I-90, Mass. Pike, station 224 to Old Fuller Road at station 441 (also New Lombard Rd.)
1957	STATE HIGHWAY LAYOUT #88(alt.1) I-90, Mass. Pike, easement for WMECO near Old Fuller Rd.
1961	STATE HIGHWAY LAYOUT #88(alt.2) I-90, Mass. Pike, taking on north line between stations 225-228
1956	STATE HIGHWAY LAYOUT #88(amend. 1) I-90, Mass. Pike, taking for relocation of portion of Burnett Rd.
1956	STATE HIGHWAY LAYOUT #88(amend. 2) I-90, Mass. Pike, taking for relocation of Lombard Rd.
1957	STATE HIGHWAY LAYOUT #88(amend. 3) I-90, Mass. Pike, easement for WMECO at station 397 (also written amendments 4)
1955	STATE HIGHWAY LAYOUT #101 I-90, Mass. Pike, taking for proposed East Meadow St.
1955	STATE HIGHWAY LAYOUT #107 I-90, Mass. Pike, taking on north line between stations 65-85
1955	STATE HIGHWAY LAYOUT #119 I-90, Mass. Pike, station 445 & City line & Riverview St. Extn.
1956	STATE HIGHWAY LAYOUT #140 I-90, Mass. Pike, easements for waterlines to Montgomery St., Route 33, Hawthorne to Mercedes Sts.



1956	STATE HIGHWAY LAYOUT #143 I-90, Mass Pike, taking on north line between stations 471-478, near Fuller Rd.
1956	STATE HIGHWAY LAYOUT #146 I-90, Mass Pike, drainage easement taking at station 461 near taking 119
1956	STATE HIGHWAY LAYOUT #157 I-90, Mass. Pike, taking for Slate Rd.
1956	STATE HIGHWAY LAYOUT #164 I-90, Mass. Pike, drainage easement taking on Granby Rd. near Pond St.
1956	STATE HIGHWAY LAYOUT #172 I-90, Mass. Pike, temorary drainage easement taking on north of station 53
1956	STATE HIGHWAY LAYOUT #175 I-90, Mass. Pike, drainage easement taking around station 460, near Fuller Rd.
1957	STATE HIGHWAY LAYOUT #179 I-90, Mass Pike, taking around station 475, near Fuller Rd.
1957	STATE HIGHWAY LAYOUT #185 I-90, Mass. Pike, Chicopee River to station 11
1958	STATE HIGHWAY LAYOUT #190 I-90, Mass. Pike, Lombard Rd. station 421 to Ludlow town line, station 500

1942

Chicopee

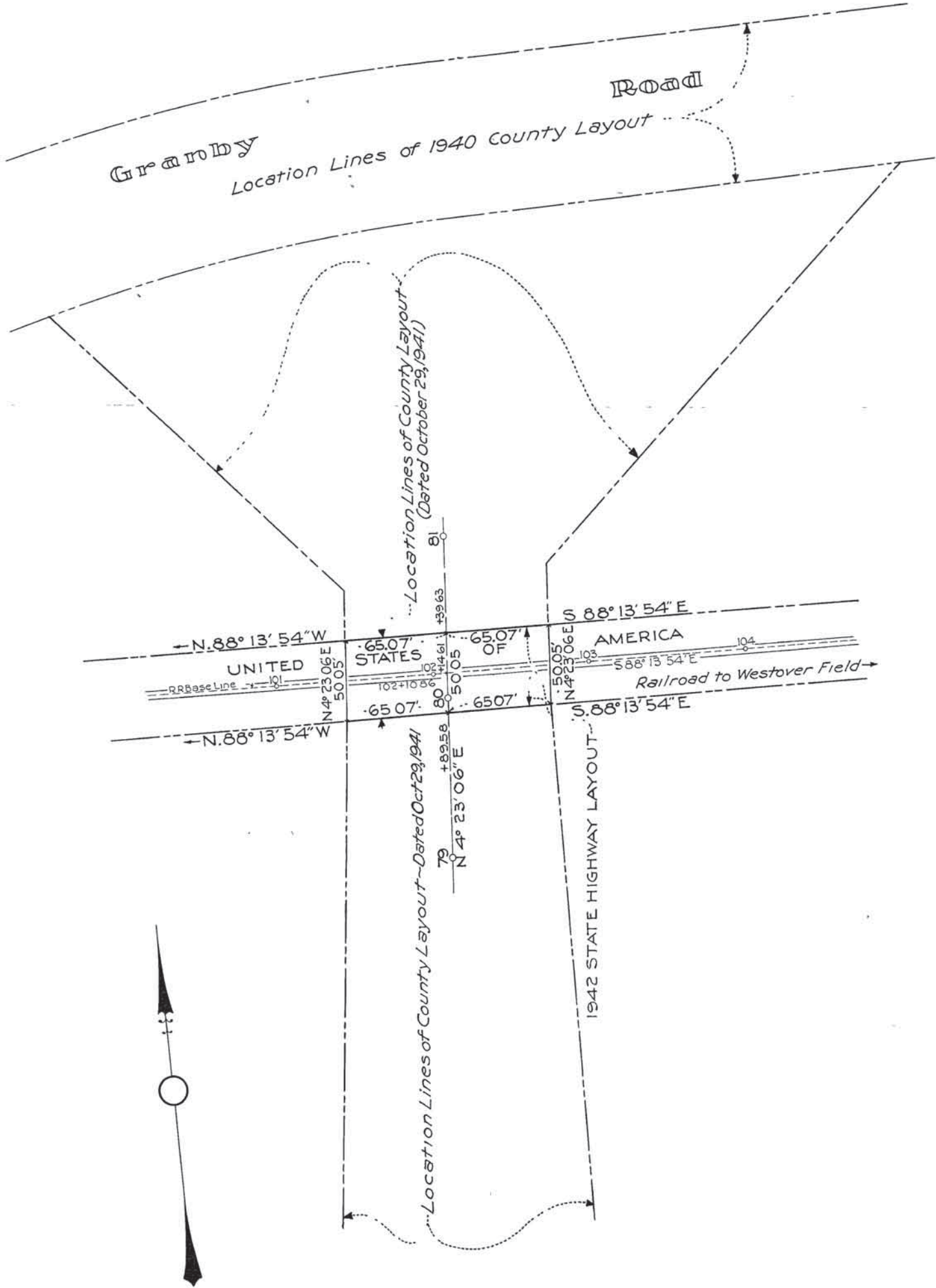


STATE LAYOUT PLAN #3409
Route 33, Memorial Dr., right of way across U.S. government railroad tracks
taken by Massachusetts Comm.

INDEXING

STATE LAYOUT PLAN #3409

- Image Info SH54001 Chicopee
- Image Info SH54001 Granby Road
- Image Info SH54001 Memorial Drive
- Image Info SH54001 Route 33



NOTE -

Within the limits of the state highway location hereby laid out, an easement over the United States Government owned railroad right of way, serving Westover Field Military Reservation, was acquired for highway purposes by Hampden County from the Secretary of War on February 13, 1942.

The Commonwealth of Massachusetts
PLANOFRONT
in the City of
CHICOPEE
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
JULY 28, 1942
Scale 40 feet to the inch
G. W. S. *Chief Engineer*

This is to certify that the
road shown on this plan was
laid out as a State Highway
by the Department of Public
Works on July 28, 1942
in accordance with Chapter
81 of the General Laws
Thomas A. Chas. Marshall
George W. Robinson
Charles G. Bennett
Department of Public Works

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3409

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 23, 1942, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway about fifty feet of road in the city of CHICOPPEE, county of Hampden, the layout being located on the North-South Road, so called, laid out by the Hampden County Commissioners on October 29, 1941, and comprising a portion of the United States Government owned railroad right of way serving Westover Field Military Reservation, said layout being made, after notice to the Boston & Maine Railroad and a hearing of all parties interested, in accordance with the provisions of Section 104, Chapter 160 of the General Laws, as appearing in the Tercentenary Edition thereof, as amended by Chapter 176 of the Acts of 1933. The total length of State highway hereby laid out is 50.05 feet.

The section of State highway hereby laid out is more fully described as follows:-

The base line of location of the section of State highway hereby laid out is identical with the base line of location of the aforesaid county layout, and begins at a point on the southerly location line of the aforesaid railroad right of way shown on plan as station 79+89.58, and extends thence north 4° 23' 06" east 50.05 feet to a point at the end of the layout, on the northerly location line of said railroad right of way, said point being shown on plan as station 80+39.63.

The westerly line of location of the section of State highway hereby laid out begins at a point on the southerly location line of the aforesaid railroad right of way, bearing north $88^{\circ} 13' 54''$ west and 65.07 feet distant from the point of beginning of the above-described base line shown on plan as station 79+89.58, and extends thence, leaving said railroad location line, north $4^{\circ} 23' 06''$ east 50.05 feet to a point at the end of the layout, on the northerly location line of said railroad right of way, said point bearing north $88^{\circ} 13' 54''$ west and being 65.07 feet distant from the point of ending of the above-described base line shown on plan as station 80+39.63.

The easterly line of location of the section of State highway hereby laid out begins at a point on the southerly location line of the aforesaid railroad right of way, bearing south $88^{\circ} 13' 54''$ east and 65.07 feet distant from the point of beginning of the above-described base line shown on plan as station 79+89.58, and extends thence, leaving said railroad location line, north $4^{\circ} 23' 06''$ east 50.05 feet to a point at the end of the layout, on the northerly location line of said railroad right of way, said point bearing south $88^{\circ} 13' 54''$ east and being 65.07 feet distant from the point of ending of the above-described base line shown on plan as station 80+39.63.

The southerly end of the section of State highway hereby laid out is defined by that portion of the southerly location line of the aforesaid railroad right of way bearing south $88^{\circ} 13' 54''$ east and 130.14 feet in length, extending between the points of beginning of the above-described westerly and easterly location lines.

The northerly end of the section of State highway hereby laid out is defined by that portion of the northerly location line of the aforesaid railroad right of way bearing south $88^{\circ} 13' 54''$ east and 130.14 feet in length, extending between the points of ending of the above-described westerly and easterly location lines.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at the beginning and end of the layout, as shown on a plan drawn by R. W. Coburn, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Laid out as a State Highway by the Department of Public Works July 28, 1942. Scale: 40 feet to the inch".

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the city in which said way is located, certified copies of said plan and certificate,

signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

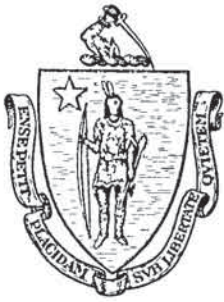
Dated at Boston this twenty-eighth day of July, 1942.

<u>Herman A. MacDonald</u>	}	Department
<u>George W. Schryver</u>		of
<u>Charles E. Furnans</u>		Public Works

A true copy.

Attest:

Mary A. Pilly
Secretary



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua St., Boston

Chicopee

October 15, 1942.

Mr. Charles M. Calhoun,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated July 28, 1942, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Chicopee, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May A. Riley
Secretary

R-R

Registered Mail

1946

Chicopee



STATE LAYOUT PLAN #3458
Route 33, Memorial Dr., Montgomery St. to South Hadley line

INDEXING

STATE LAYOUT PLAN #3458

- Image Info SH54002 Chicopee
- Image Info SH54002 Jackson Street
- Image Info SH54002 Memorial Drive
- Image Info SH54002 Montgomery Street
- Image Info SH54002 Prospect Street
- Image Info SH54002 Route 33
- Image Info SH54002 Sheridan Street
- Image Info SH54002 South Hadley line

Reasoned

10

PLAN OF ROAD in the City of

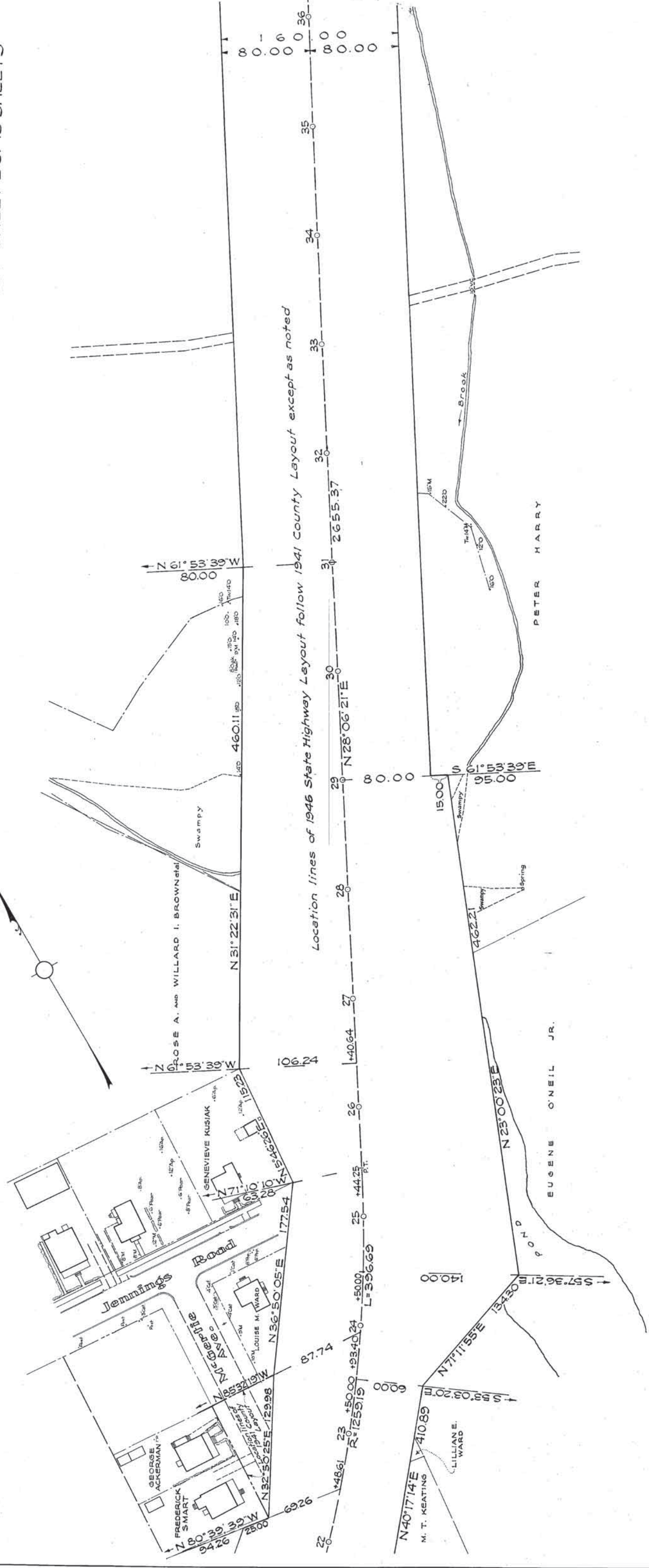
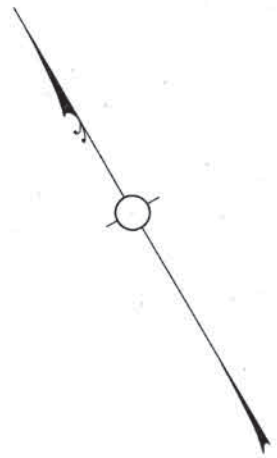
HAMPDEN COUNTY
Laid out as a State Highway by the

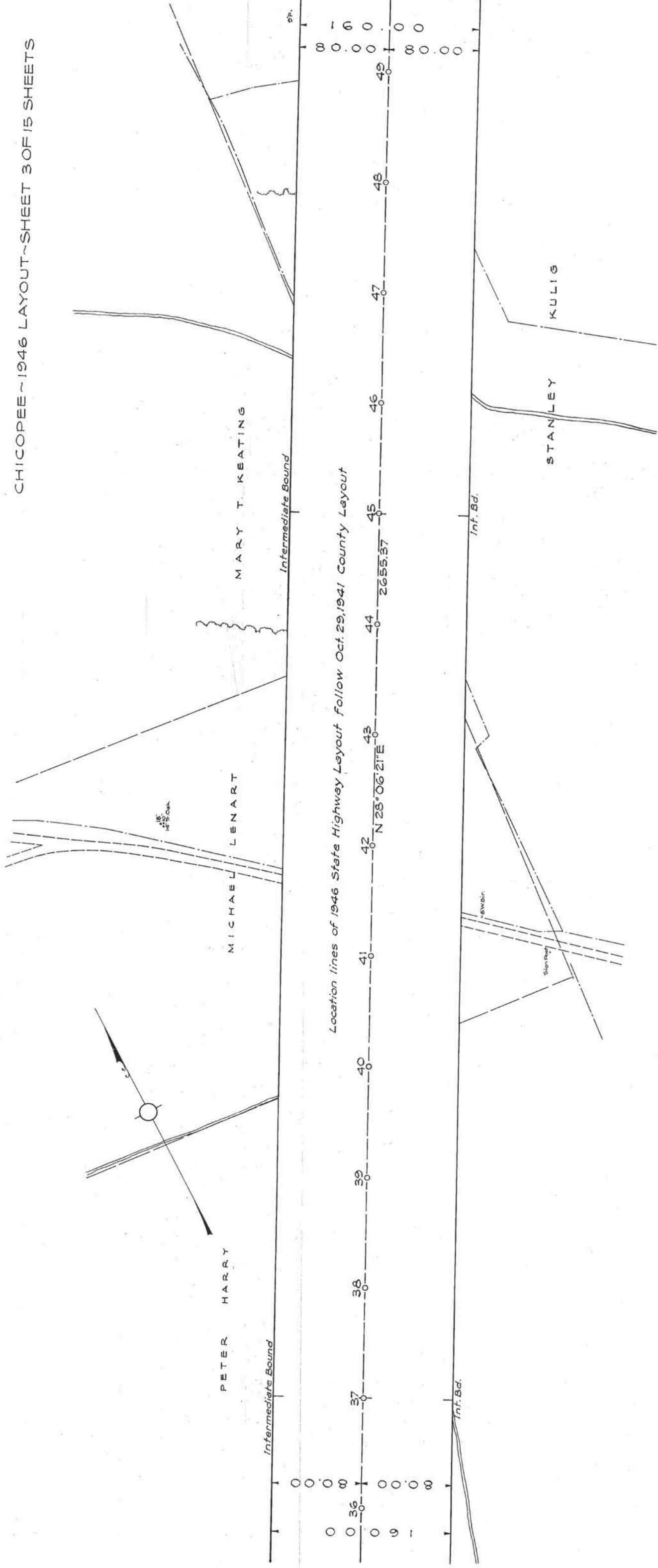
about a State Highway by the
Department of Public Works

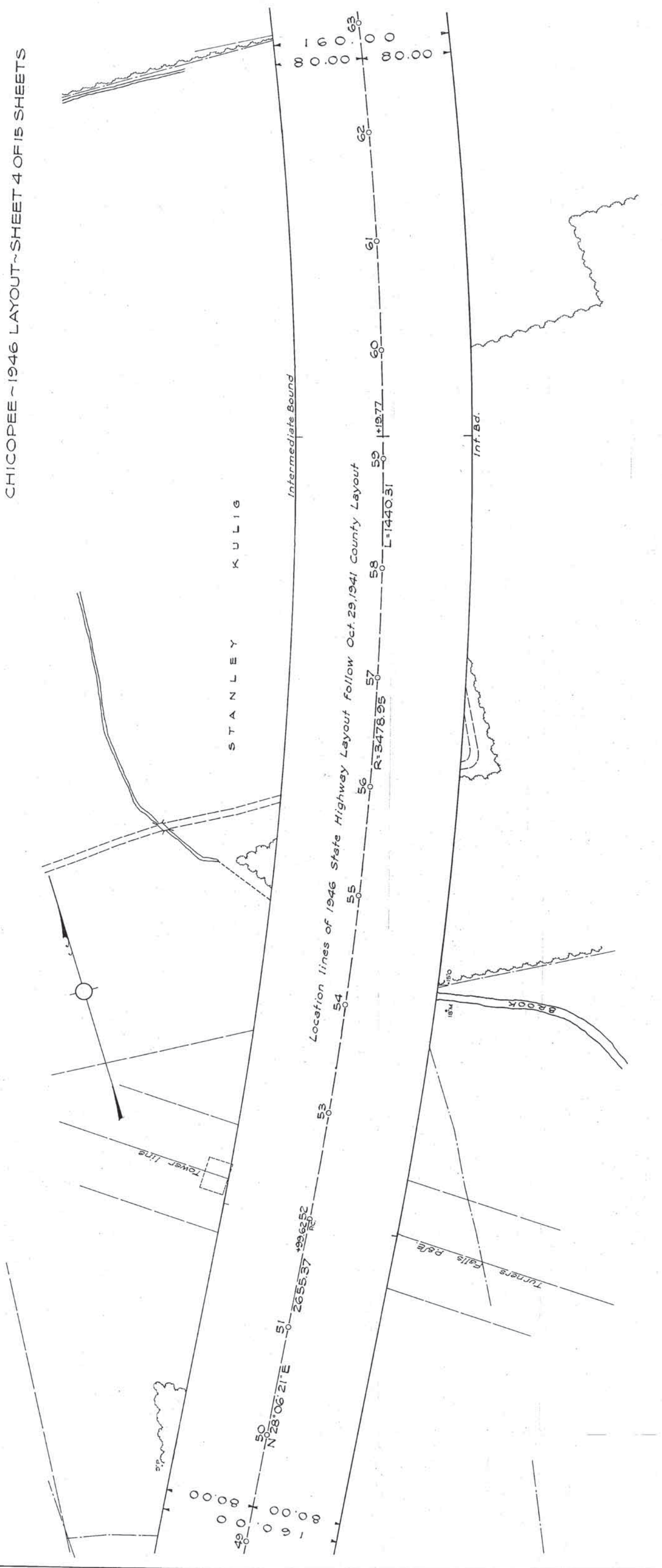
February 26, 1946

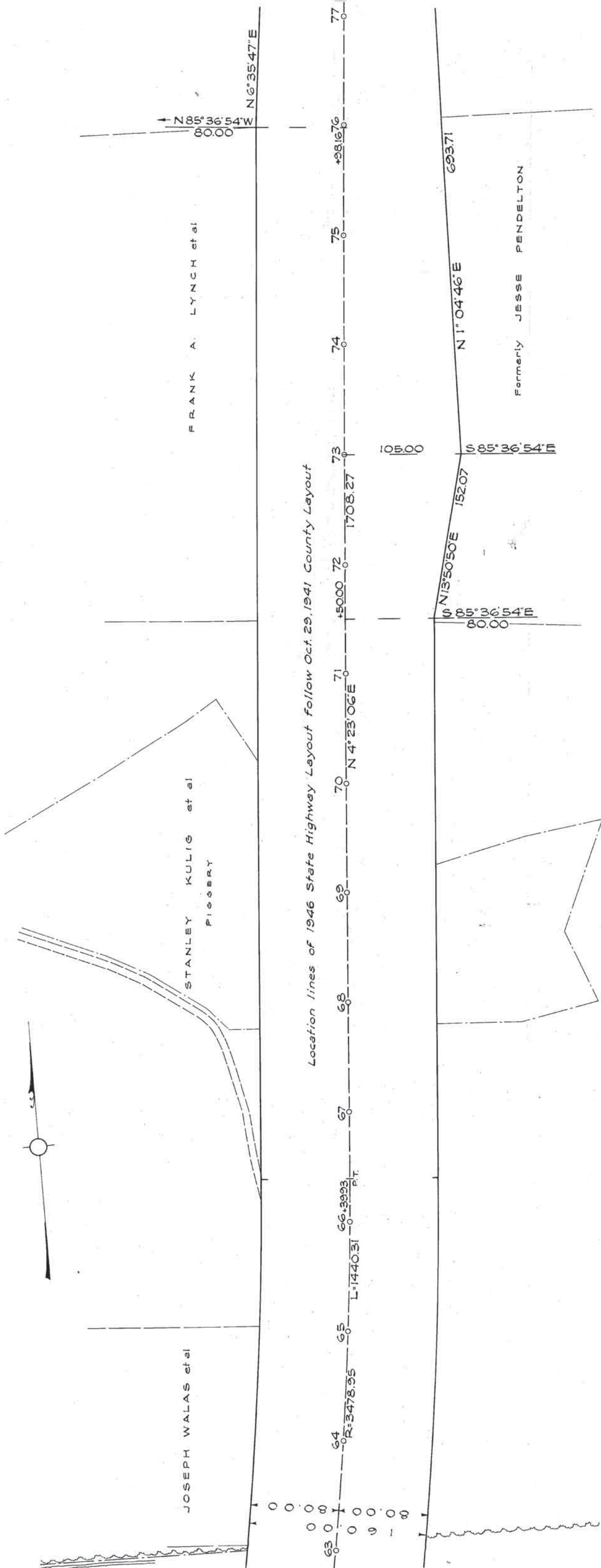
Scale 40 feet to the inch

R. W. Lehm
Chief Engineer

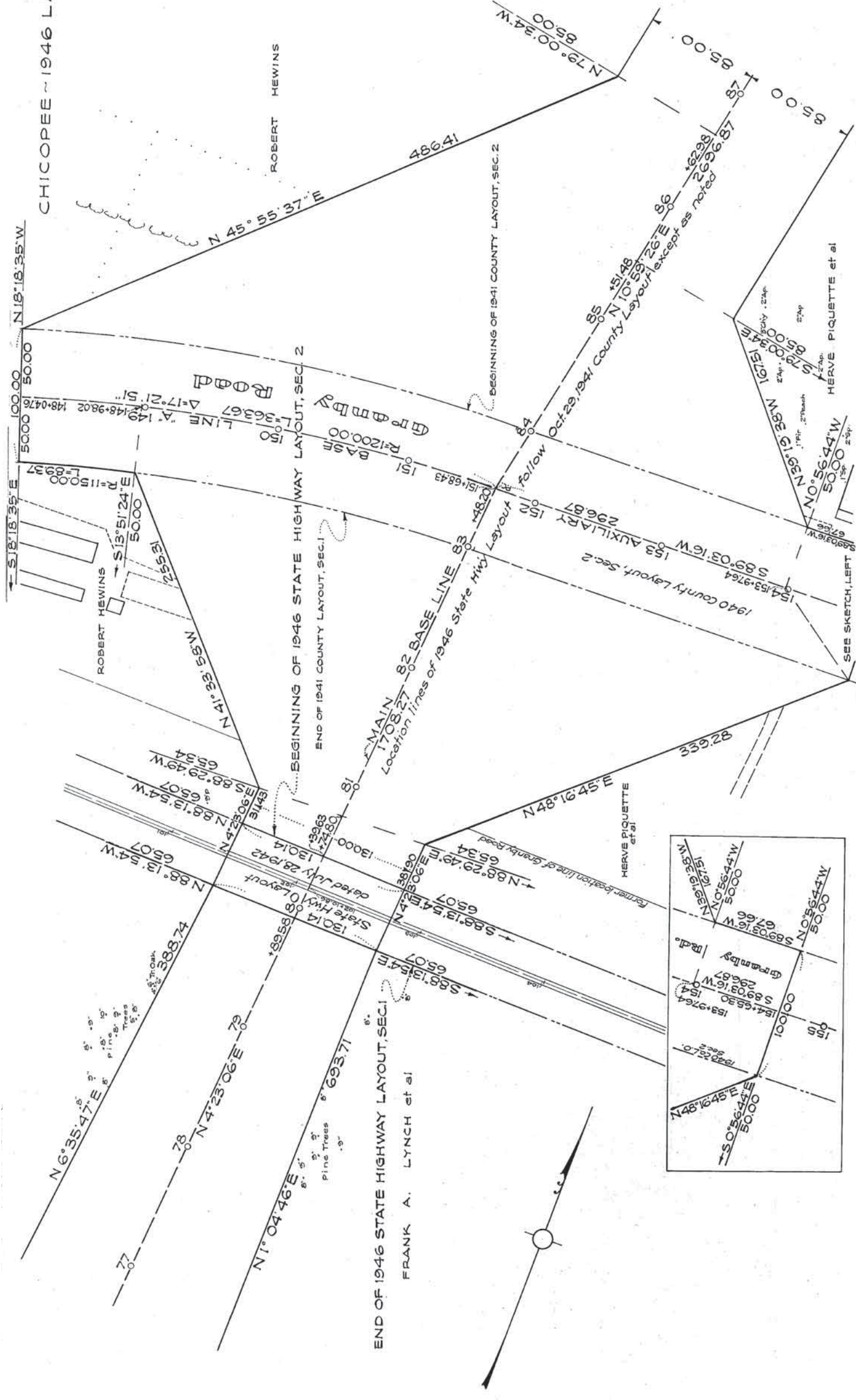


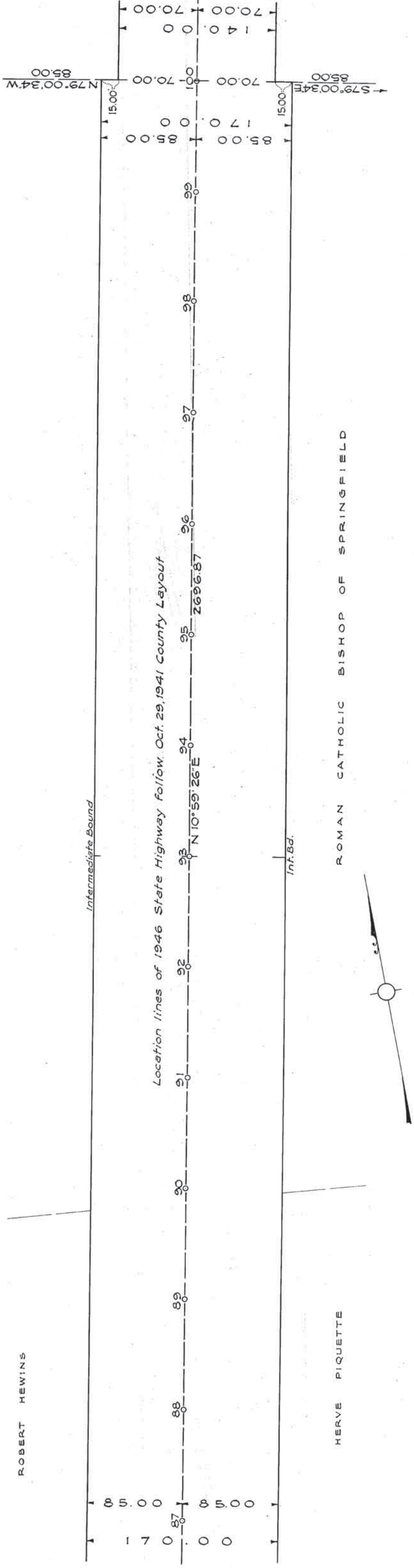


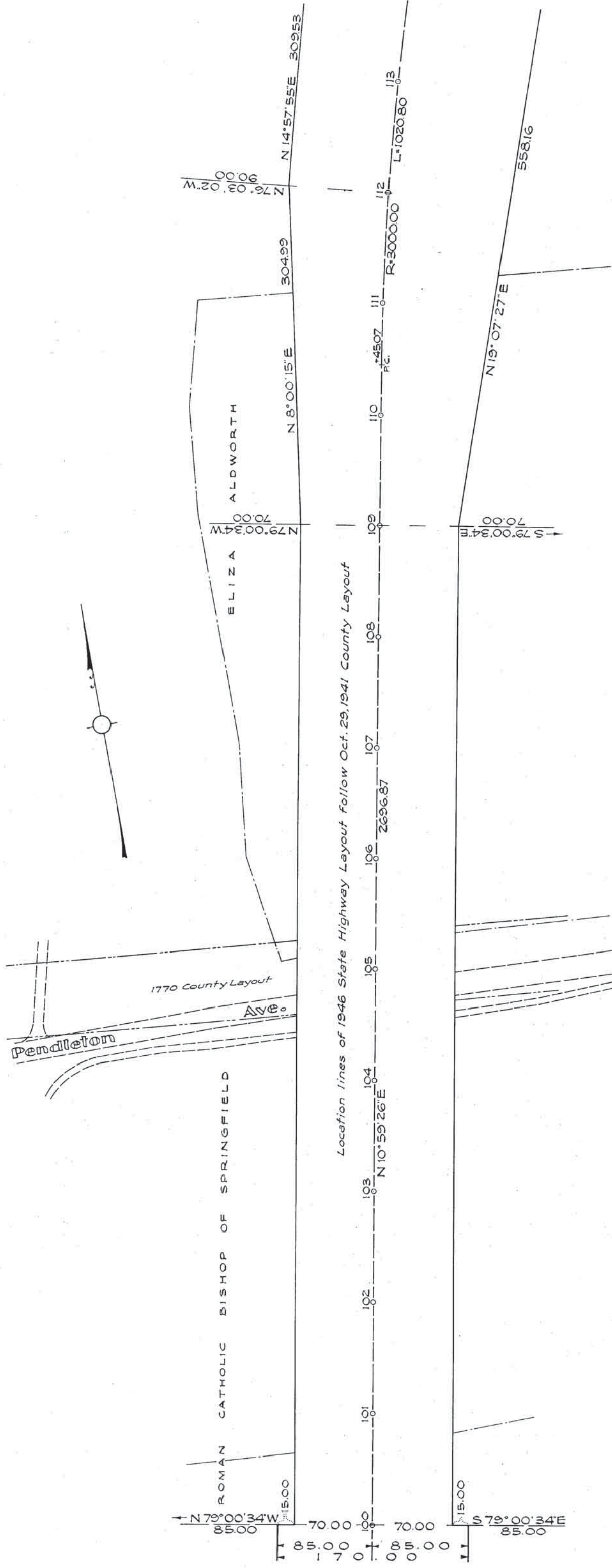


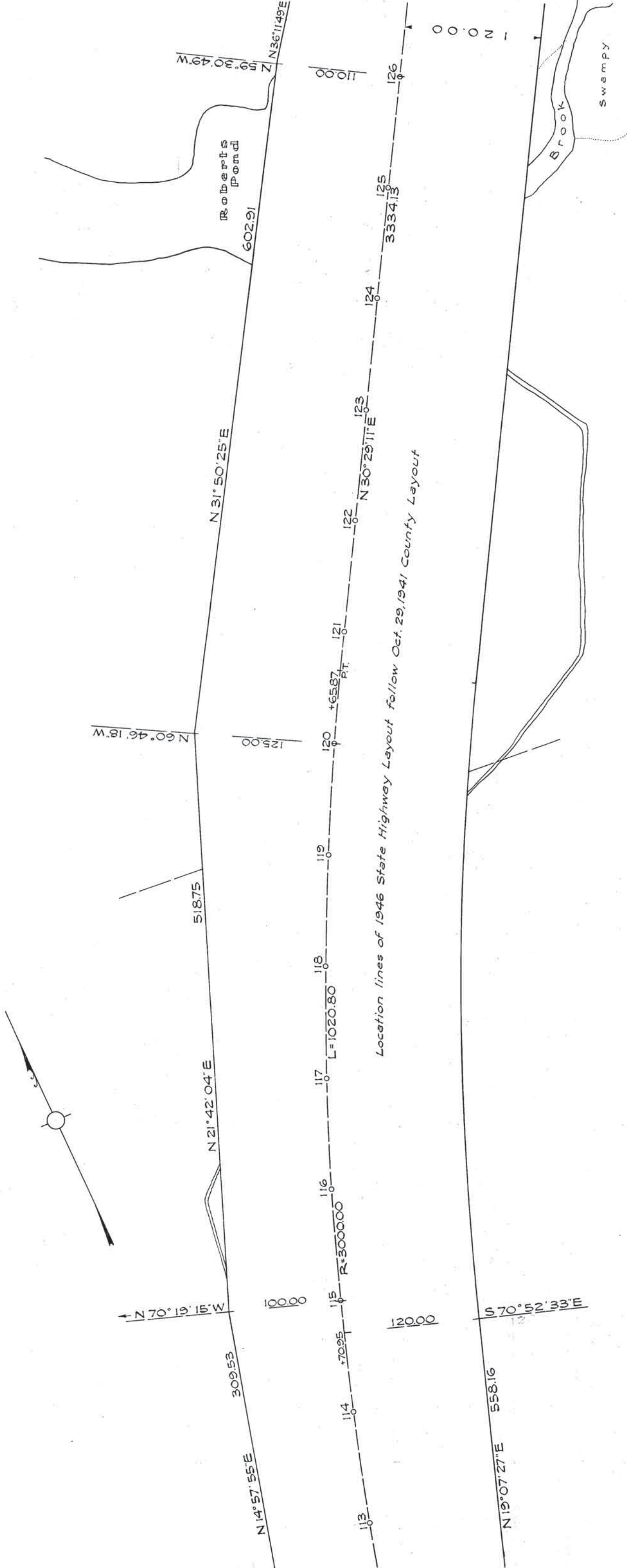


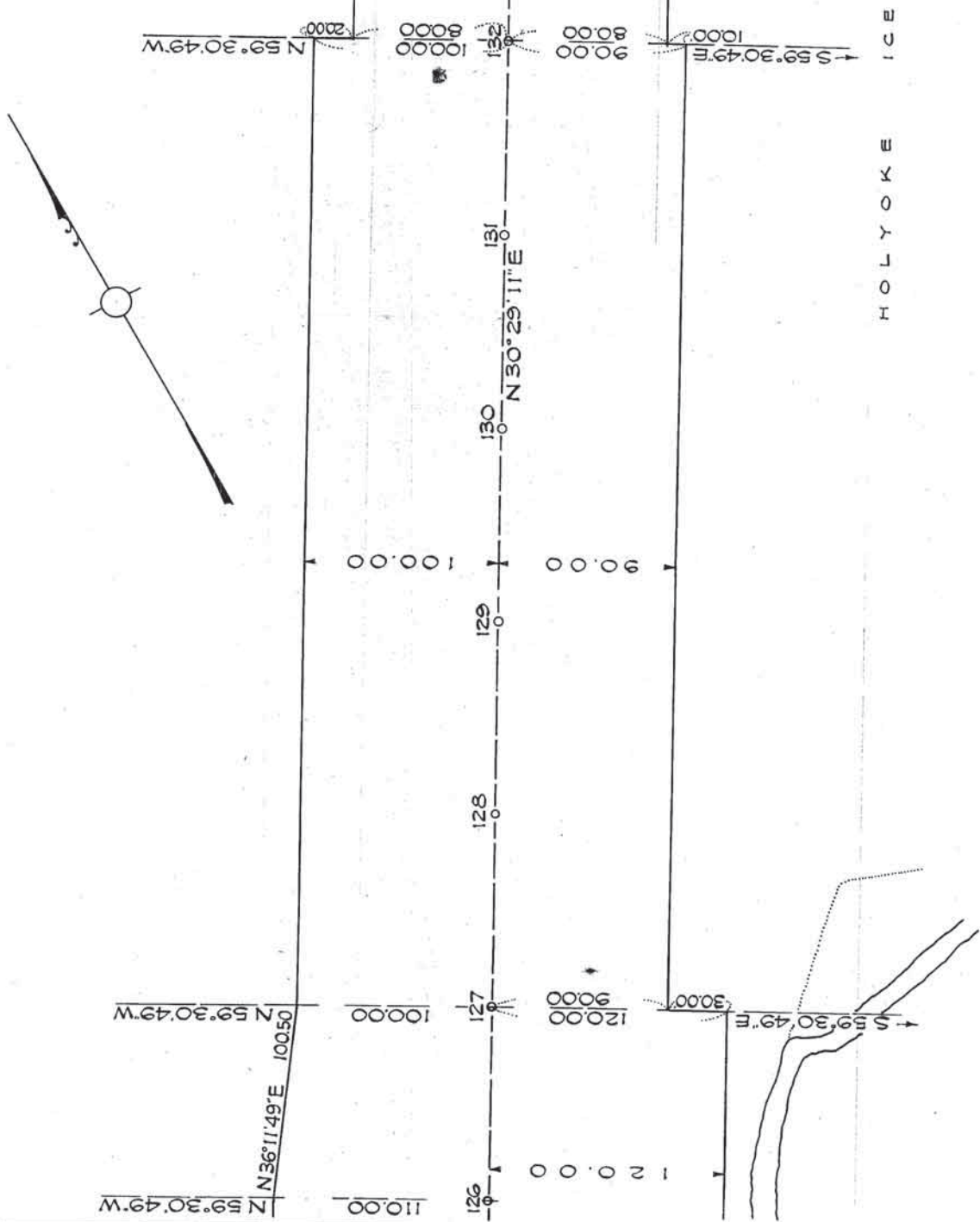
Location lines of 1946 State Highway Layout follow Oct. 29, 1941 County Layout











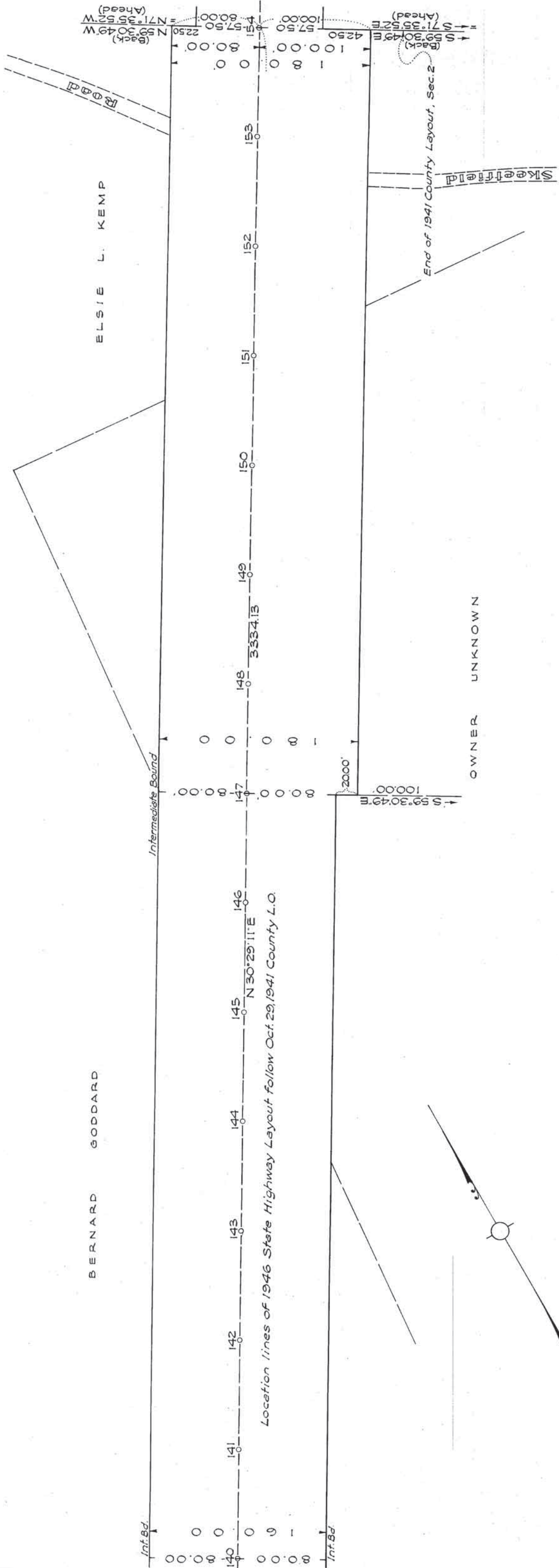
Location lines of 1946 State Highway Layout follow Oct. 29, 1941 County L.O.

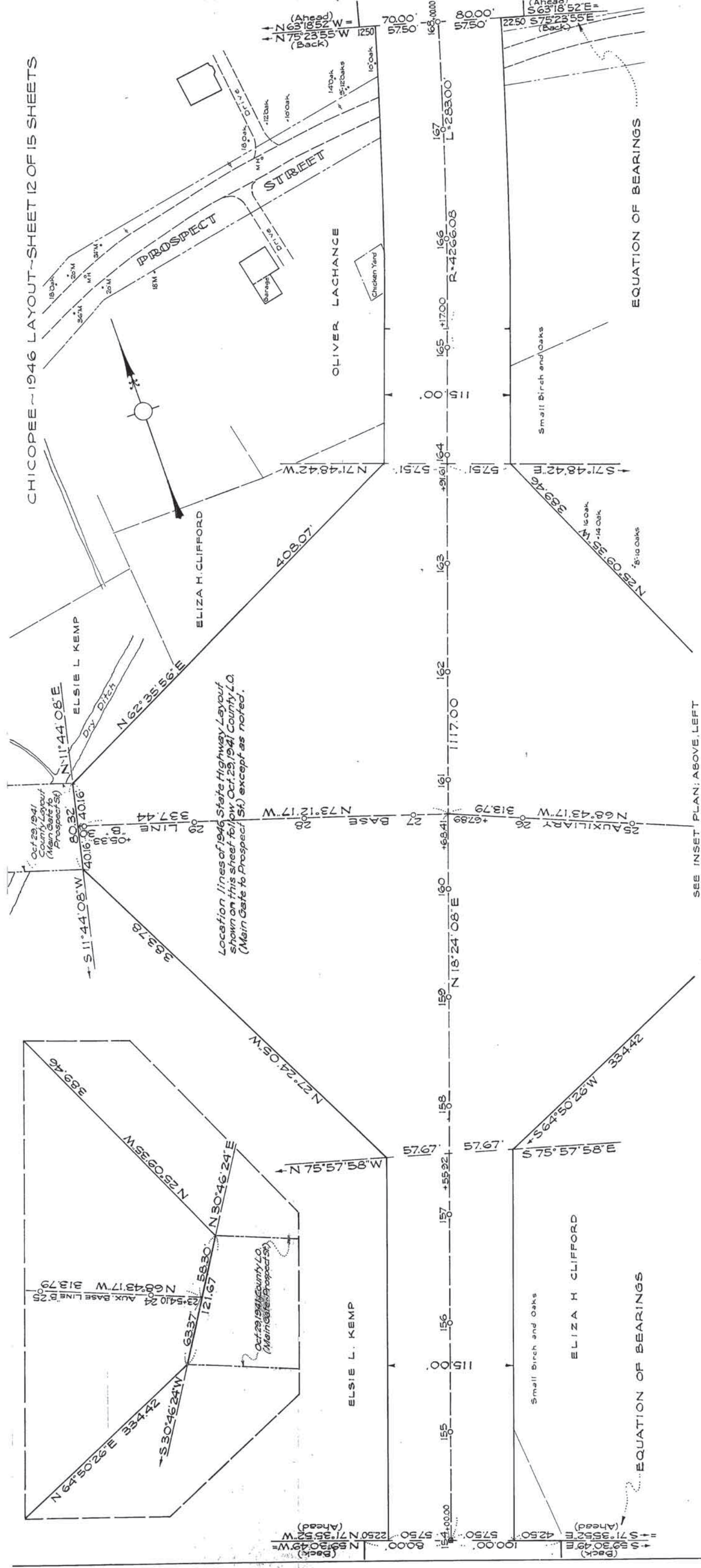
HOLLYOKE ICE CO.

BERNARD GODDARD

Int. Bd.

Int. Bd.

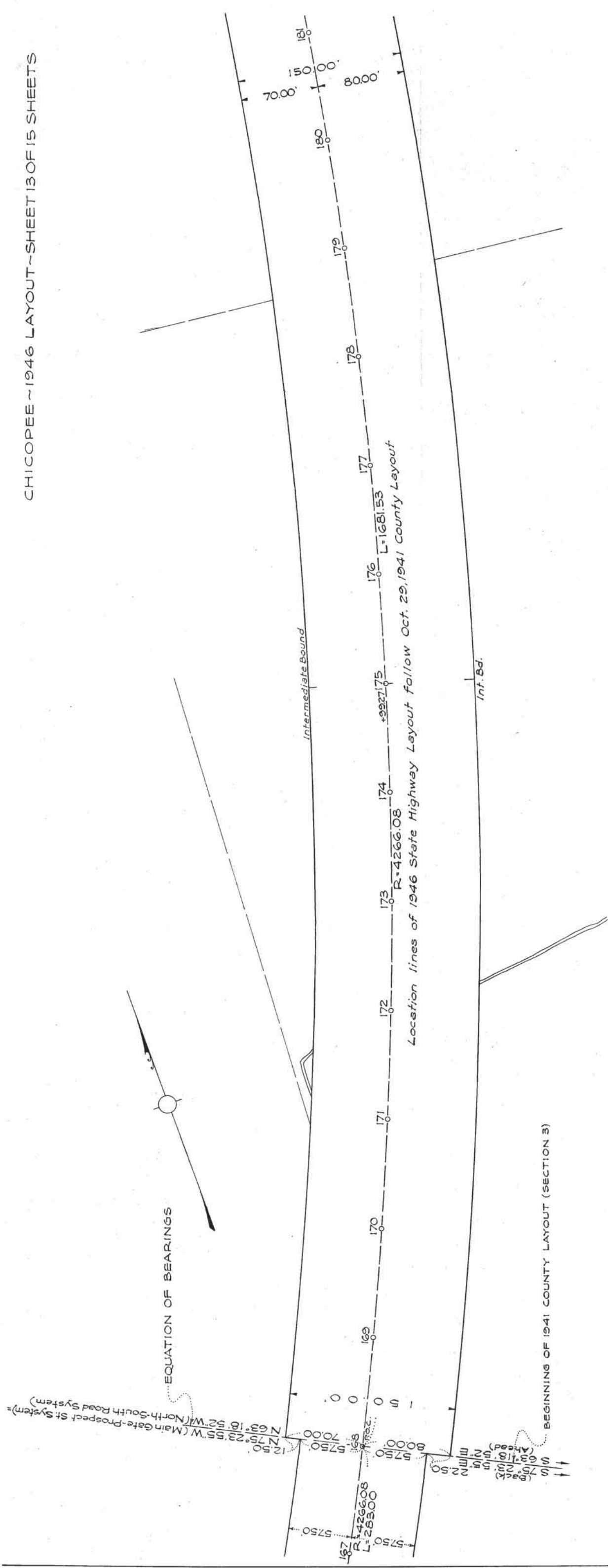


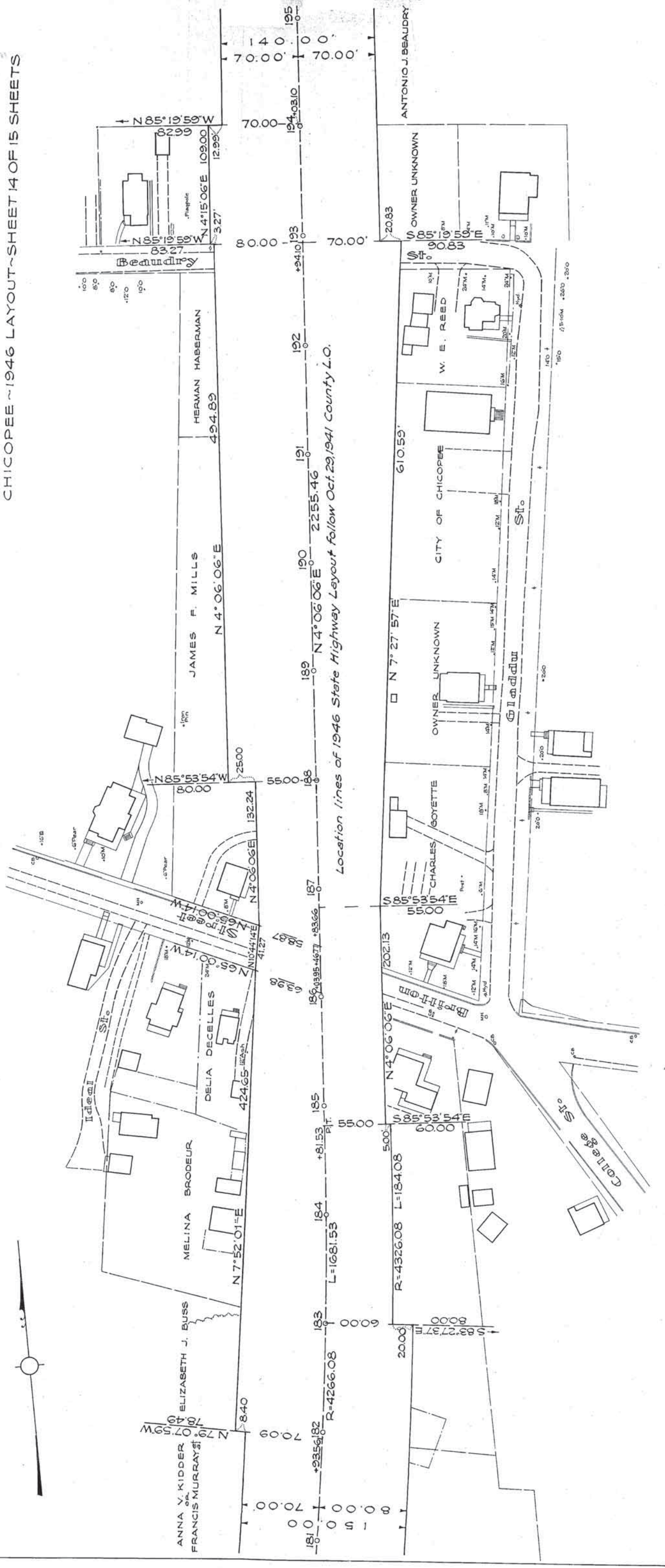


SEE INSET PLAN; ABOVE, LEFT

EQUATION OF BEARINGS

EQUATION OF BEARINGS





October 29, 1941

Stephen and Sophia Mastalerz,
Sheridan Street,
Chicopee Falls, Mass.

Dear Sir and Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

*Mr. Alport here
ext. B1, 1941 for
plan & before
miss & their new
address.*

October 29, 1941

Blanche B. Gutfarb,
c/o Blanche Alport,
~~21 Forest Park Avenue,~~ 386 Loughill St.
Springfield, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Chicopee Falls Savings Bank,
91 Main Street,
Chicopee Falls, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Kostany Zajchowski,
10 Rumrill Avenue,
Chicopee Falls, Mass.

In the matter of the layout/location
~~Dear Sir:~~ highway beginning at the intersection of
Sheridan Street with Montgomery Street at Chicopee
Falls and extending northeasterly to the Chicopee-
South Hadley town line, this will give you notice
that for such layout/location, certain land supposed
to be owned by you has been taken in fee for highway
purposes and you have been awarded One Dollar (\$1.00).

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of Courts' Office, and City Clerk of Chicopee, and
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If you do not accept the award of
damages you may petition the Superior Court within
one year from the time such way was entered upon or
possession thereof was taken for the purpose of con-
structing the same, to determine the amount of such
damages under Section 14 of Chapter 79 of the General
Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Stephen Mastalerz,
Sheridan Street,
Chicopee Falls, Mass.

Dear Sir:

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Very truly yours,

COUNTY COMMISSIONERS

By _____
Chairman.

C/N

October 29, 1941

Nicholas Kintglos,
62 Montgomery Street,
Chicopee Falls, Mass.
Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Chicopee Cooperative Bank
2 Center Street,
Chicopee, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Mary Ginalski,
23 Jackson Street,
Chicopee Falls, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Joseph Zygarowski,
City of Chicopee "Land of Low Value,"
Chicopee, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Alojzy Bak et al,
Rear 76 Montgomery Street,
Chicopee Falls, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

John Dupuis Estate,
Edw. R. Dupuis, 219 School Street,
Chicopee, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Lawrence R. Flint,
310 Grove Street,
Chicopee Falls, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Pawela Anna Klamut,
136 Montgomery Street,
Chicopee Falls, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Lillian E. Ward,
36 Grant Street,
Springfield, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Eugene O'Neil, Jr.,
22 Broadway,
Chicopee Falls, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

*Letter Returned
& sent out again
to Miss Louise M.
Ward*

October 29, 1941

Louise M. Ward,
38 Grant Street,
Springfield, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Rose A. and Willard I. Brown, et al,
180 Montgomery Street,
Chicopee Falls, Mass.

Dear Sir and Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Peter Harry,
200 Montgomery Street.,
Chicopee Falls, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Michael Lenart,
Montgomery Street,
Chicopee Falls, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Stanley Kulig,
Granby Road,
Aldenville, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Joseph Walas et al,
Granby Road,
Aldenville, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Stanley Kulig et al,
Granby Road,
Aldenville, Mass.

Dear Sirs:

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Catherine and Bartholomew Moriarty,
92 Montgomery Street,
Chicopee Falls, Mass.

Dear Sir and Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Jesse Pendelton,
Mary S. Goodenough,
32 Kenwood Park,
Springfield, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Frank A. Lynch et al,
Stearns Terrace,
Chicopee, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Mr. Robert Hewins,
North Wilbraham, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00) for each taking.

Said takings are indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and descriptions sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Herve Piquette et al,
Granby Road,
Aldenville, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00) for each taking.

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Roman Catholic Bishop of Springfield,
62 Elliot Street,
Springfield, Mass.

Your Excellency:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

10/30/41
Mr. Murray
said to address
this notice to
Pendleton Ave.

October 29, 1941

Eliza Aldworth,
Pendleton Avenue,
Chicopee Falls, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

The Holyoke Ice Company,
35 Walnut Street,
Holyoke, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Bernard Goddard,
Prospect Street,
Fairview, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

Parcel #44

October 29, 1941

Fairview Fish & Game Ass'n,
Fairview,
Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Elsie L. Kemp,
Prospect Street,
Fairview, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Samuel McNulty (McNally) Heirs,
Wells Avenue,
Chicopee Falls, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Oliver LaChance et al,
Prospect Street,
Fairview, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Merton D. Stone,
Prospect Street,
Fairview, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Anna V. Kidder or Francis Murray et al,
Francis W. Hudson,
15 Hudson Avenue,
Fairview, Mass.

Dear Sir and Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Antonio and Lena R. Bellerose,
471-473 Britton Street,
Fairview, Mass.

Dear Sir and Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Marcelline Goyette et al,
460 Britton Street,
Fairview, Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

James F. Mills,
452 Britton Street,
Fairview, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Herman Haberman,
484 High Street,
Holyoke, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

City Cooperative Bank,
Holyoke,
Mass.

Dear Sirs:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

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Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

John B. Shea,
693 Dwight Street,
Holyoke, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Antonio J. Beaudry,
334 Montcalm Street,
Fairview, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Adam and Wiktorya Pietras
380 Grove Street,
Chicopee Falls, Mass.

Dear Sir and Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Jos. Beaudry,
Antonio J. Beaudry,
334 Montcalm Street,
Fairview, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

James D. McKissick,
Montcalm Street,
Fairview, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Howard R. Osborne,
Abby St., Box #96, R.F.D.#2,
Holyoke, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

John Bealer,
Mary J. Beeler,
140 Cabot Street,
Holyoke, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

#73
1941

Union - of - 1941

sent to - 1941

for taking - 1941

1941 - 1941

Chicago

October 29, 1941

Frank Fitzpatrick,
170 Lincoln Street,
Holyoke, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Wojalech and Racargna Smist,
126 Montgomery Street,
Chicopee Falls, Mass.

Dear Sir and Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Margarete Fitzpatrick,
116 Montgomery Street,
Chicopee Falls, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

John Dupuis,
Congregational Church of Chicopee Falls
c/o Agnes Mackecknie,
Butler Street,
Chicopee Falls, Mass.

Dear Sir:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00).

Said taking is indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and description sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purpose of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By _____ Chairman.

C/N

October 29, 1941

Mary T. Keating,
75 Sheridan Street,
Chicopee Falls, Mass.

Dear Madam:

In the matter of the layout/location of a new highway beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending northeasterly to the Chicopee-South Hadley town line, this will give you notice that for such layout/location, certain land supposed to be owned by you has been taken in fee for highway purposes and you have been awarded One Dollar (\$1.00) for each taking.

Said takings are indicated on plans filed in the Hampden County Registry of Deeds, Clerk of Courts' Office, and City Clerk of Chicopee, and descriptions sent you herewith.

If you do not accept the award of damages you may petition the Superior Court within one year from the time such way was entered upon or possession thereof was taken for the purposes of constructing the same, to determine the amount of such damages under Section 14 of Chapter 79 of the General Laws.

Very truly yours,

COUNTY COMMISSIONERS

By

Chairman.

C/N

1948

Chicopee



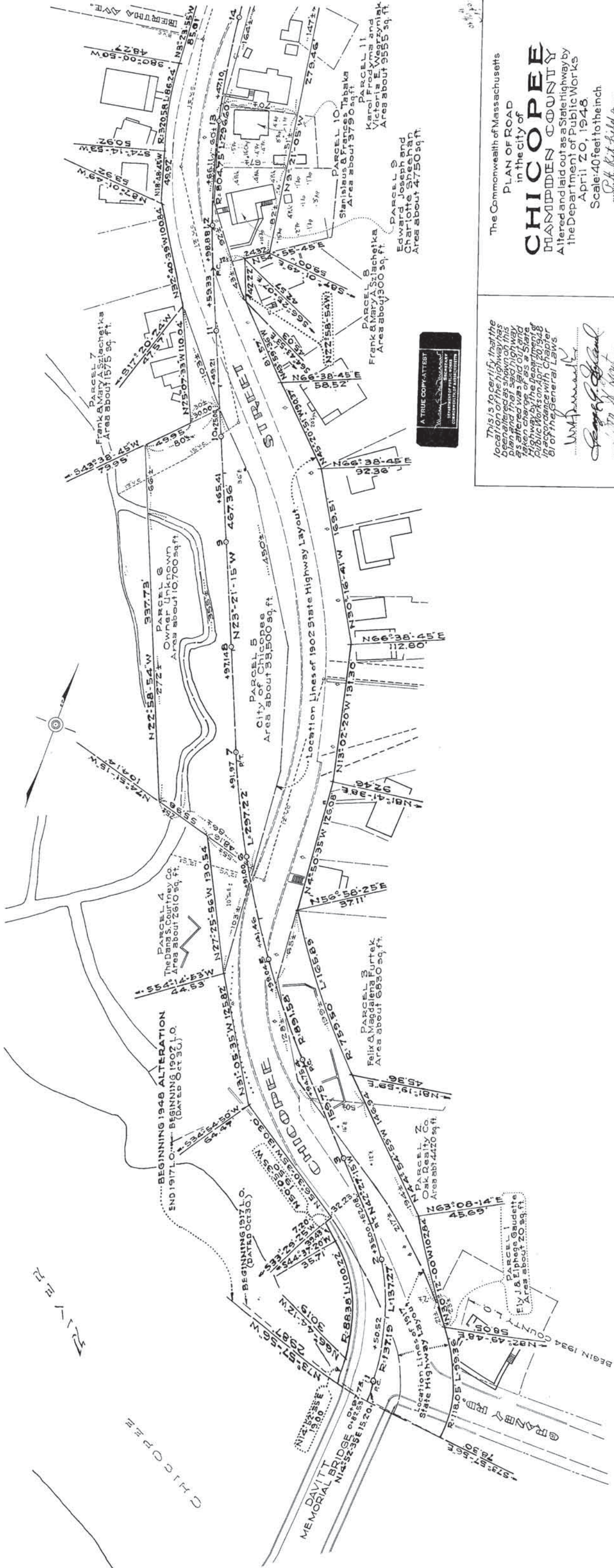
STATE LAYOUT PLAN #3585
Route 116, Chicopee St, Davitt Memorial Bridge
northerly past Poland St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 27 PAGE 22-23

INDEXING

STATE LAYOUT PLAN #3585

- Image Info SH54003 Chicopee
- Image Info SH54003 Davitt Memorial Bridge
- Image Info SH54003 Chicopee Street
- Image Info SH54003 Granby Road
- Image Info SH54003 Poland Street
- Image Info SH54003 Route 116

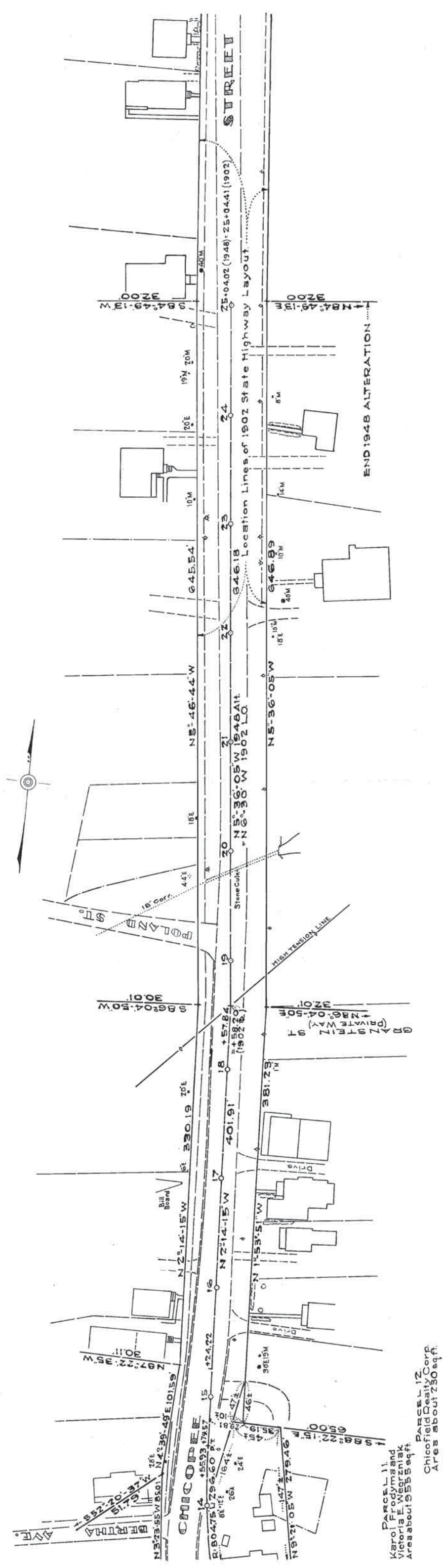


This is to certify that the location of the highway has been altered as shown on this plan and as affected by the highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on April 20, 1948 in accordance with Chapter 610 of the General Laws of the Commonwealth.

Wm. H. Gaudette
State Engineer

The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of
CHICOPÉE
HAMPDEN COUNTY
Altered and laid out as a State Highway by
the Department of Public Works
April 20, 1948
Scale: 40 feet to the inch
R. H. Hildreth
Chief Engineer

CHICOPEE ~ 1948 ALTERATION ~ SHEET 2 OF 2 SHEETS.





The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 3585
and Order of Taking

WHEREAS, the Massachusetts Highway Commission,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
October 30, 1902, and October 30, 1917,
lay out and take charge of as a State highway a road in the city of CHICOPEE,
county of Hampden, leading from
to and being known as
Chicopee Street,
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
City Clerk of said City of Chicopee; and
WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;
NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening and re-establishing the location of the aforesaid layouts, beginning at the southerly end of the State highway laid out October 30, 1917, at the northerly end of the Davitt Memorial Bridge over the Chicopee River, and extending northwesterly and northerly for about 0.44 of a mile to a point on the State highway location laid out under date of October 30, 1902, about 1,000 feet southerly of the bridge over the tracks of the Boston and Maine Railroad (Springfield to Greenfield).

The section of State highway hereby altered and laid out is more fully described as follows:-

The base line of location of the section of State highway hereby altered and laid out is that of surveys made by the engineers of the Department in 1935 and 1947, and begins at a point at the northerly end of the aforesaid Memorial Bridge shown on plan as station 0+82.53, and extends thence north $14^{\circ} 52' 35''$ east 15.20 feet; thence by a curve to the left of 137.19 feet radius 137.27 feet; thence north $42^{\circ} 27' 15''$ west 159.75 feet; thence by a curve to the right of 891.58 feet radius 297.22 feet; thence north $23^{\circ} 21' 15''$ west 467.36 feet; thence by a curve to the right of 804.75 feet radius 296.60 feet; thence north $2^{\circ} 14' 15''$ west 401.91 feet to a point shown on plan as station 18+57.84, said station being identical with station 18+58.20 of the base line of said 1902 layout; thence following said 1902 layout base line north $5^{\circ} 36' 05''$ west (shown as north $6^{\circ} 30' 00''$ west on plan of said 1902 layout) 646.18 feet to a point at the end of the alteration, shown on plan as station 25+04.02, said station being identical with station 25+04.41 of the base line of the aforesaid 1902 State highway layout.

The westerly line of location of the section of State highway hereby altered and laid out begins at a point on the present city location line, bearing north $73^{\circ} 57' 56''$ west and 29.87 feet distant from the point of beginning of the above-described base line shown on plan as station 0+82.53, and extends thence, following said city location line, as reproduced, north $14^{\circ} 52' 35''$ east 19.00 feet to a point bearing north $66^{\circ} 44' 12''$ west and 30.19 feet distant from station 0+97.73 of said base line; thence by a curve to the left of 88.38 feet radius 100.22 feet to a point bearing south $44^{\circ} 37' 20''$ west and 35.71 feet distant from station 2+35.00; thence north $50^{\circ} 05' 35''$ west 19.50 feet to a point bearing south $33^{\circ} 29' 25''$ west and 39.43 feet distant from station 2+62.08; thence north $33^{\circ} 29' 25''$ east 7.20 feet to a point on the southwesterly location line of the aforesaid 1917 State highway layout, bearing south $33^{\circ} 29' 25''$ west and 32.23 feet distant from said station 2+62.08; thence following said 1917 location line, as hereby re-established, north $56^{\circ} 30' 35''$ west 130.30 feet

to its junction with the southwesterly location line of the aforesaid 1902 State highway layout, said junction bearing south $34^{\circ} 54' 50''$ west and being 64.47 feet distant from station 3+94.75 of the above-described base line; thence following said 1902 location line, as hereby re-established, north $31^{\circ} 05' 35''$ west 125.82 feet to a point bearing south $54^{\circ} 14' 53''$ west and 44.53 feet distant from station 4+99.04 of said base line; thence leaving said 1902 location line and extending north $27^{\circ} 25' 56''$ west 130.54 feet to a point bearing north $74^{\circ} 51' 15''$ west and 48.16 feet distant from station 5+91.00 of said base line; thence north $74^{\circ} 51' 15''$ west 55.98 feet to a point bearing north $74^{\circ} 51' 15''$ west and 104.14 feet distant from said station 5+91.00; thence north $22^{\circ} 58' 54''$ west 337.73 feet to a point bearing south $43^{\circ} 38' 45''$ west and 79.95 feet distant from station 10+25.00; thence north $43^{\circ} 38' 45''$ east 49.95 feet to a point bearing south $43^{\circ} 38' 45''$ west and 30.00 feet distant from said station 10+25.00; thence north $25^{\circ} 07' 33''$ west 110.04 feet to a point again on said 1902 State highway location line, bearing south $17^{\circ} 20' 24''$ west and 47.57 feet distant from station 11+59.33 of the above-described base line; thence following said 1902 location line, as hereby re-established, north $32^{\circ} 40' 39''$ west 100.84 feet to a point bearing north $87^{\circ} 01' 49''$ west and 53.92 feet distant from station 11+98.88 of said base line; thence north $18^{\circ} 48' 45''$ west 49.92 feet to a point bearing south $74^{\circ} 14' 53''$ west and 50.92 feet distant from station 12+66.11; thence by a curve to the right of 320.58 feet radius 86.24 feet to a point bearing south $80^{\circ} 00' 50''$ west and 48.27 feet distant from station 13+47.10; thence north $3^{\circ} 23' 55''$ west 85.01 feet to a point bearing south $52^{\circ} 20' 37''$ west and 51.79 feet distant from station 14+55.93; thence north $4^{\circ} 39' 49''$ east 101.59 feet to a point bearing north $87^{\circ} 22' 35''$ west and 30.11 feet distant from station 15+24.22; thence north $2^{\circ} 14' 15''$ west 330.19 feet to a point bearing south $86^{\circ} 04' 50''$ west and 30.01 feet distant from station 18+57.84; thence north $5^{\circ} 46' 44''$ west 645.54 feet to a point at the end of the alteration, bearing south $84^{\circ} 49' 13''$ west and 32.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 25+04.02.

The easterly line of location of the section of State highway hereby altered and laid out begins at a point marking the southerly end of the easterly location line of the aforesaid 1917 State highway layout, said point bearing south $73^{\circ} 57' 56''$ east and being 78.30 feet distant from the point of beginning of the above-described base line shown on plan as station 0+82.53, and extends thence, following said 1917 location line as hereby re-established, northerly to northwesterly by a curve of 118.05 feet radius 99.36 feet to a point bearing north $82^{\circ} 49' 48''$ east and 58.05 feet distant from station 1+50.52 of said baseline; thence leaving said 1917 location line and extending north $30^{\circ} 12' 00''$ west 102.84 feet to a point bearing north $63^{\circ} 08' 14''$ east and 45.69 feet distant from station 2+35.00 of said base line; thence north $44^{\circ} 54' 59''$ west 146.94 feet to a point bearing north $81^{\circ} 19' 59''$ east and 45.36 feet distant from station 3+94.75; thence by a curve to the right of 759.50 feet radius 165.89 feet to a point on the easterly location line of the aforesaid 1902 State highway

layout, bearing north $56^{\circ} 58' 25''$ east and 37.11 feet distant from station 5+41.46 of the above-described base line; thence following said 1902 location line, as hereby re-established, north $4^{\circ} 50' 35''$ west 126.08 feet to a point bearing north $81^{\circ} 41' 38''$ east and 92.46 feet distant from station 6+91.97; thence north $13^{\circ} 02' 20''$ west 131.30 feet to a point bearing north $66^{\circ} 38' 45''$ east and 112.80 feet distant from station 7+97.14; thence north $30^{\circ} 16' 41''$ west 169.51 feet to a point bearing north $66^{\circ} 38' 45''$ east and 92.36 feet distant from station 9+65.41; thence north $45^{\circ} 20' 51''$ west 90.37 feet to a point bearing north $66^{\circ} 38' 45''$ east and 58.52 feet distant from station 10+49.21; thence north $43^{\circ} 59' 36''$ west 81.57 feet to a point bearing south $64^{\circ} 43' 53''$ east and 45.03 feet distant from station 11+59.33 of the aforesaid base line; thence leaving said 1902 location line and extending north $22^{\circ} 58' 54''$ west 42.22 feet to a point bearing south $66^{\circ} 25' 07''$ east and 42.57 feet distant from station 11+98.88 of said base line; thence north $54^{\circ} 55' 45''$ east 24.32 feet to a point bearing south $87^{\circ} 01' 49''$ east and 59.00 feet distant from said station 11+98.88; thence north $9^{\circ} 21' 05''$ west 279.46 feet to a point bearing south $88^{\circ} 22' 15''$ east and 65.00 feet distant from station 14+79.57 of the aforesaid base line; thence north $88^{\circ} 22' 15''$ west 35.19 feet to a point bearing south $88^{\circ} 22' 15''$ east and 29.81 feet distant from said station 14+79.57; thence north $1^{\circ} 53' 51''$ west (in part by the aforesaid easterly location line of the 1902 State highway layout as hereby re-established) 381.23 feet to a point bearing north $86^{\circ} 04' 50''$ east and 32.01 feet distant from station 18+57.84 of the above-described base line; thence continuing by said 1902 location line, as hereby re-established, north $5^{\circ} 36' 05''$ west 646.89 feet to a point at the end of the alteration, bearing north $84^{\circ} 49' 13''$ east and 32.00 feet distant from the point of ending of said above-described base line shown on plan as station 25+04.02.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the alteration.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all structures and trees located thereon, situated in the city of Chicopee, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Chicopee which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by P. H. Kitfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the city of Chicopee Hampden County Altered and laid out as a State Highway by the Department of Public Works April 20, 1948. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Ely J. and Elphege Gaudette	20	\$1.00
2	Oak Realty Co.	4,420	1.00
3	Felix and Magdalena Furtek	6,830	1.00
4	The Dana S. Courtney Co.	2,610	1.00
5	City of Chicopee	33,500	1.00
6	Owner unknown	10,700	1.00
7	Frank and Mary A. Szlachetka	1,575	1.00
8	Frank and Mary A. Szlachetka	300	1.00
9	Edward Joseph and Charlotte Sheehan	4,750	1.00
10	Stanislaus and Frances Tabaka	3,790	1.00
11	Karol Frodyma and Victoria E. Wegrzyniak	9,555	1.00
12	Chicofield Realty Corp.	230	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

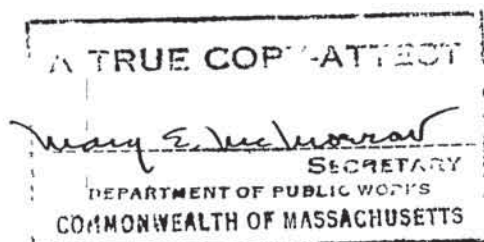
The owners of land taken as aforesaid are hereby required to remove their fences and other obstructions (not including structures and trees) from the land so taken before the first day of June, 1948.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the city in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twentieth day of April, 1948.

<u>W. H. Buracker</u>	}	Department
<u>George G. Hyland</u>		of
<u>B. H. Grout</u>		Public Works



1952

Chicopee

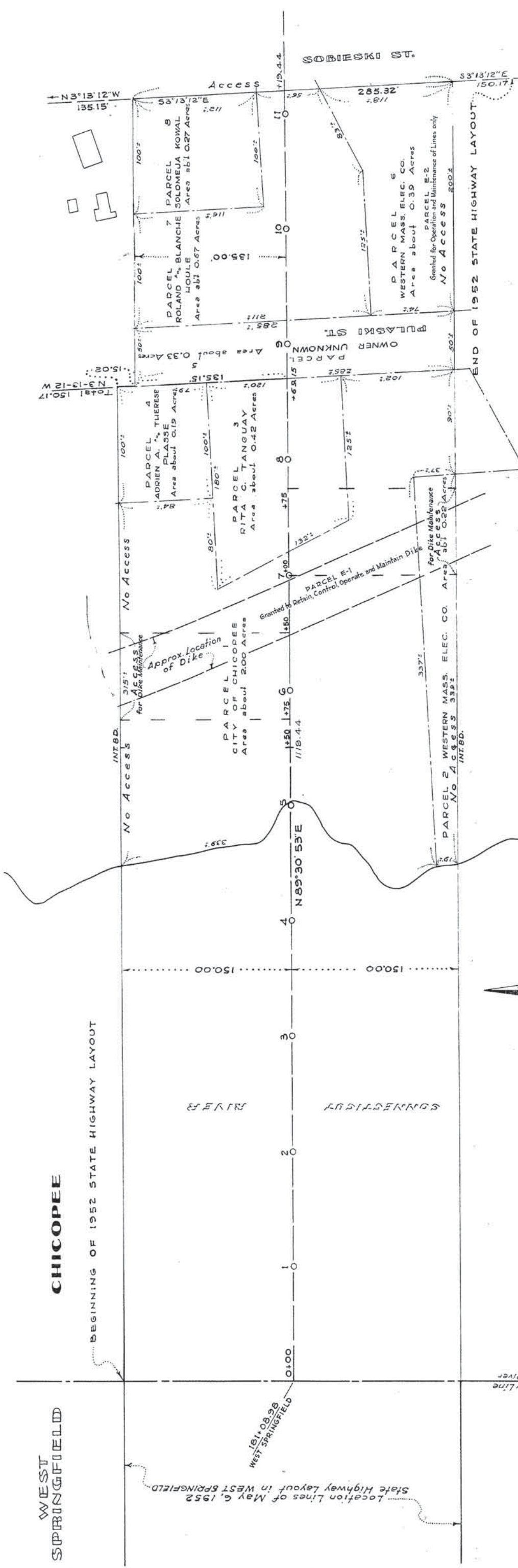


STATE LAYOUT PLAN #3978
Bridge from West Springfield to Chicopee
proposed relocation of Route 20

INDEXING

STATE LAYOUT PLAN #3978

- Image Info SH54004 Chicopee
- Image Info SH54004 West Springfield
- Image Info SH54004 Bridge - West Springfield to Chicopee
- Image Info SH54004 Pulaski Street
- Image Info SH54004 Route 20



The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of
CHICOPEE
Laid out as a State Highway by the
Department of Public Works
MAY 6, 1952
Scale: 40 feet to the inch
Chief Engineer

This certifies that the road shown herein has been laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on May 6, 1952, in accordance with the provisions of the General Laws as amended by Chapter 7C inserted by Chapter 397 of the Acts of 1953.

Benjamin H. West
Department of Public Works





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Chicopee

May 12, 1952.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated May 6, 1952, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Chicopee, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May S. McMahon
Secretary

R/mec

*Brought in by Edward J. Nolan
of State Dept. of Public Works
on May 13, 1952.*

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3978
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the city of CHICOPEE, county of Hampden. The layout consists of establishing a State highway location for a new bridge over the Connecticut River on the proposed relocation of Route 20, and begins at the dividing line between the town of West Springfield and the city of Chicopee, as defined by the middle of said River, said beginning being at the easterly end of the State highway laid out in said town of West Springfield on even date with the herein described layout, and extends thence easterly about 0.2 of a mile to the westerly side of Sobieski Street, so called.

The State highway hereby laid out is more fully described as follows:

The base line of location of the section of State highway hereby laid out begins at a point on the dividing line between the town of West Springfield and the city of Chicopee shown on plan as station 0, said point being identical with the point of ending of the base line of the aforesaid West Springfield layout, being shown on plan thereof as station 181+08.98, and extends thence north 89° 30' 53" east 1119.44 feet to a point at the end of the layout, on the westerly street line of Sobieski Street, said point being shown on plan as station 11+19.44.

The length of State highway hereby laid out is 1,119.44 feet.

The northerly line of location of the section of State highway hereby laid out begins at a point on the dividing line between the town of West Springfield and the city of Chicopee, marking the easterly end of the northerly location line of the aforesaid West Springfield layout, and extends thence, parallel to the above-described base line and 150.00 feet distant therefrom, to a point bearing north $3^{\circ} 13' 12''$ west and 150.17 feet distant from station 8+69.15; thence south $3^{\circ} 13' 12''$ east 15.02 feet to a point bearing north $3^{\circ} 13' 12''$ west and 135.15 feet distant from said station 8+69.15; thence parallel to said base line and 135.00 feet distant therefrom to a point at the end of the layout, on the aforesaid westerly street line of Sobieski Street, said point bearing north $3^{\circ} 13' 12''$ west and being 135.15 feet distant from the point of ending of said base line shown on plan as station 11+19.44.

The southerly line of location of the section of State highway hereby laid out begins at a point on the dividing line between the town of West Springfield and the city of Chicopee, marking the easterly end of the southerly location line of the aforesaid West Springfield layout, and extends thence parallel to the above-described base line and 150.00 feet distant therefrom to a point at the end of the layout, on the aforesaid westerly street line of Sobieski Street, said point bearing south $3^{\circ} 13' 12''$ east and being 150.17 feet distant from the point of ending of said base line shown on plan as station 11+19.44.

The easterly end of the layout is defined by a line bearing south $3^{\circ} 13' 12''$ east extending along the westerly street line of Sobieski Street 285.32 feet from the point of ending of the above-described northerly location line to the point of ending of the above-described southerly location line.

The above-described location lines are further defined by bounds set thereon at angle points and at the end of the layout, also at intermediate points opposite station 5+50 of the above-described base line.

Access to and egress from the State highway location above described is limited, being allowed only as follows:

1. Free access to and egress from said location is allowed across the line defining the easterly end of the layout as hereinbefore described.
2. Access to and egress from said State highway location is allowed the City of Chicopee across the above-described northerly location line between points thereon opposite stations 5+75 and 6+50 of the above-described base line and across the above-described southerly location line between points thereon opposite stations 7+00 and 7+75 of said base line, but only for the purpose of operating and maintaining the dike located within the confines of Parcels 1 and 2 hereinafter listed.

An easement is hereby granted the City of Chicopee for the retention, control, operation and maintenance of said dike.

An easement is hereby granted the Western Massachusetts Electric

Company, its successors and/or assigns, within the confines of Parcel No. 6 hereinafter listed, for the retention, maintenance and operation of its lines located therein.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 685 of the Acts of 1950, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the city of Chicopee, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Chicopee which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the city of Chicopee Hampden County Laid out as a State Highway by the Department of Public Works May 6, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	City of Chicopee	2.00 acres	
2	Western Massachusetts Electric Company	0.22 acres	\$1.00
3	Rita C. Tanguay	0.42 acres	1.00
4	Adrien A. and Therese Plasse	0.19 acres	1.00
5	Owner unknown	0.33 acres	1.00
6	Western Massachusetts Electric Company	0.39 acres	1.00
7	Roland and Blanche Houle	0.67 acres	1.00
8	Solomeja Kowal	0.27 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

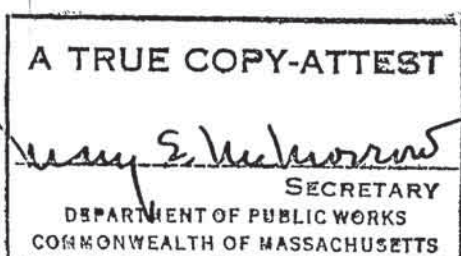
The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twentieth day of June, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this sixth day of May, 1952.

<u>Philip H. Kitfield</u>) Department of Public Works
<u>Benjamin H. Grout</u>	
<u>Francis V. Matera</u>	



State Highway Location
for a new bridge over
Kinn. River on proposed
relocation of Route 20.

Chicopee

Filed - May 13, 1952

This layout and order
of taking together
with plan, and letter
dated May 12, 1952,
brought in by Edward J.
Wright of State Dept.
of Public Works, to
County Comm's' Office
on May 13, 1952.

1952

Chicopee



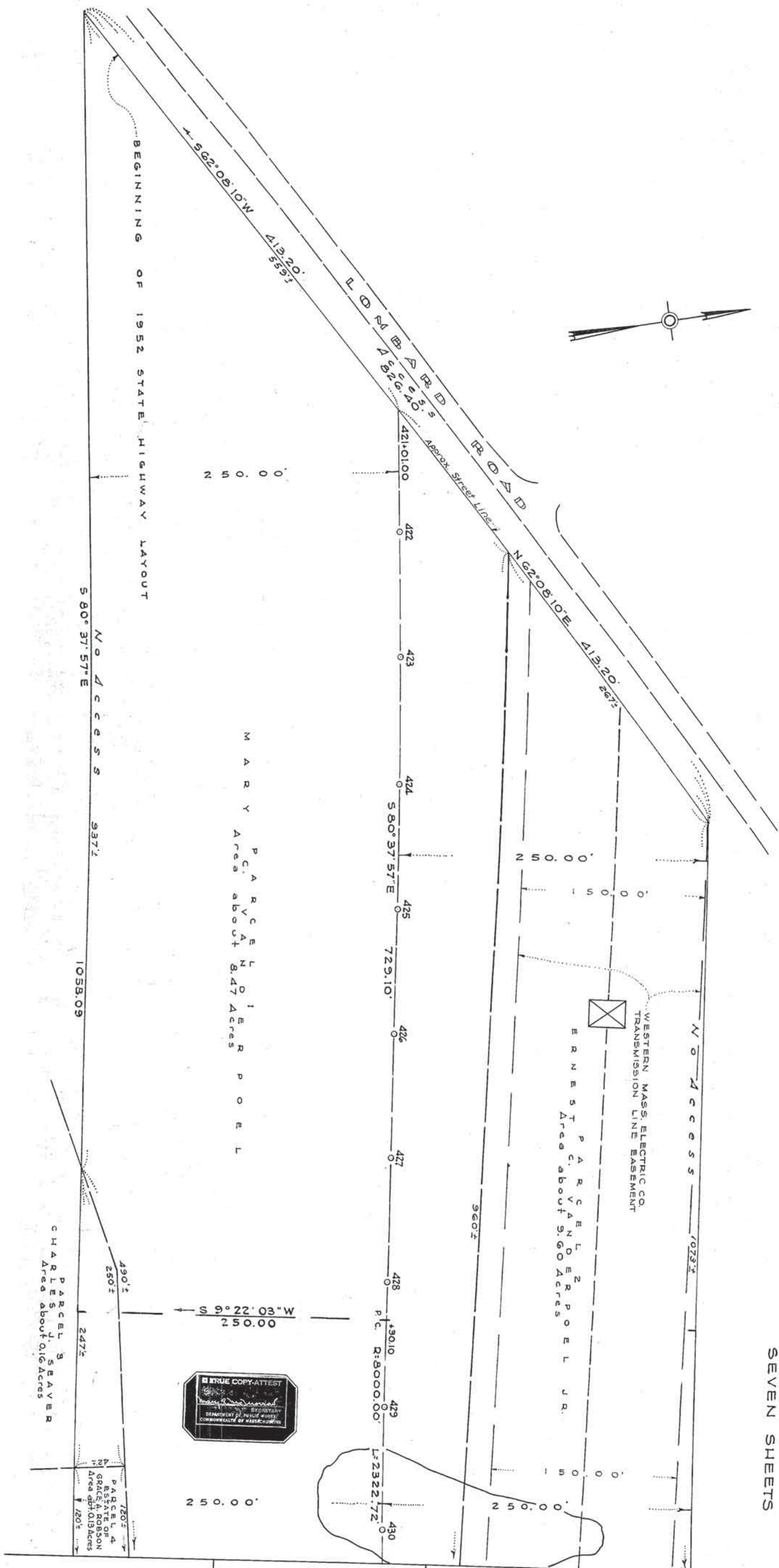
STATE LAYOUT PLAN #3994
Route 20 (I-90, Mass. Pike) relocation Lombard Rd.
to Ludlow town line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 37 PAGE 1-7

INDEXING

STATE LAYOUT PLAN #3994

- Image Info SH54005 Chicopee
- Image Info SH54005 Ludlow
- Image Info SH54005 I-90
- Image Info SH54005 Lombard Road
- Image Info SH54005 Mass. Pike
- Image Info SH54005 Route 20



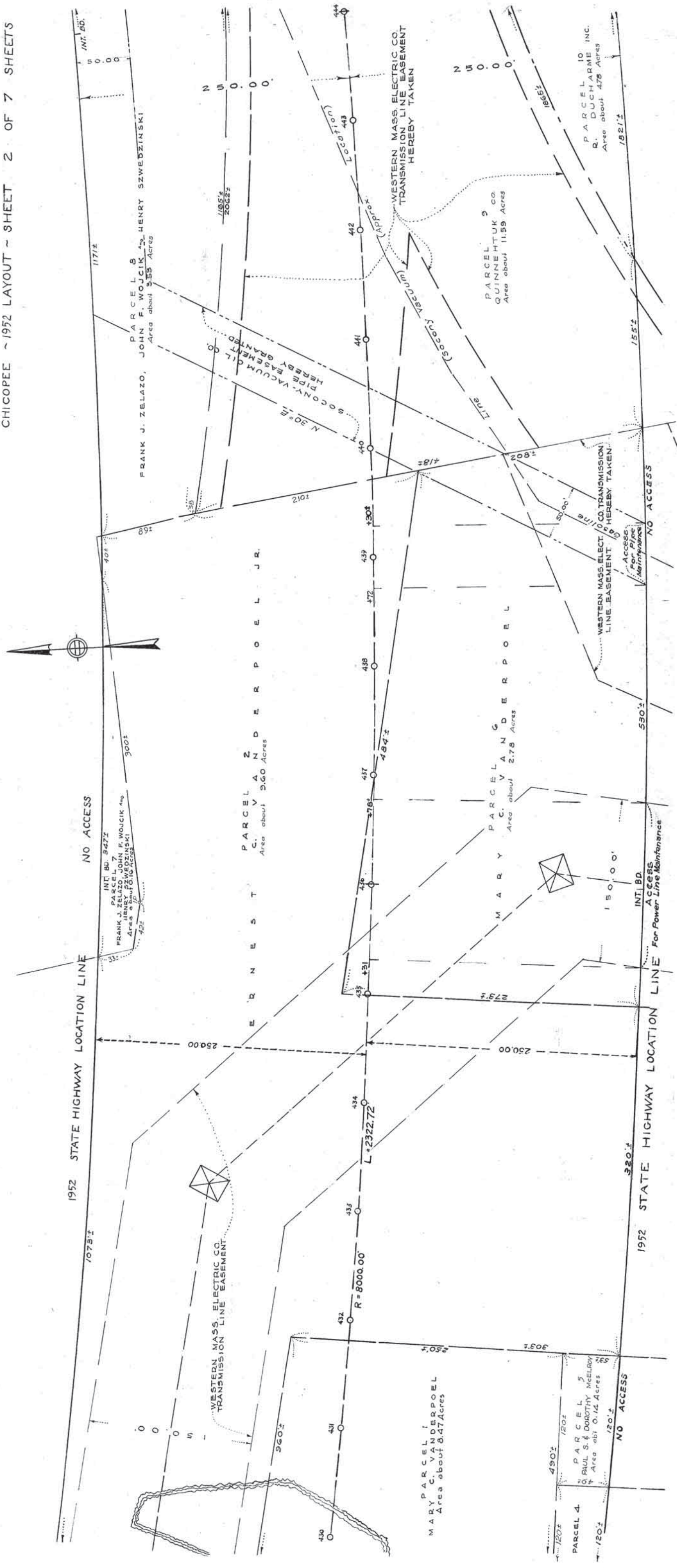
This certifies that the section of road marked on this plan, "City Layout", was laid out in behalf of the City of CHICOPEE by the Massachusetts Department of Public Works on July 15, 1952 under authority of Chapter 448 of the Acts of 1948.

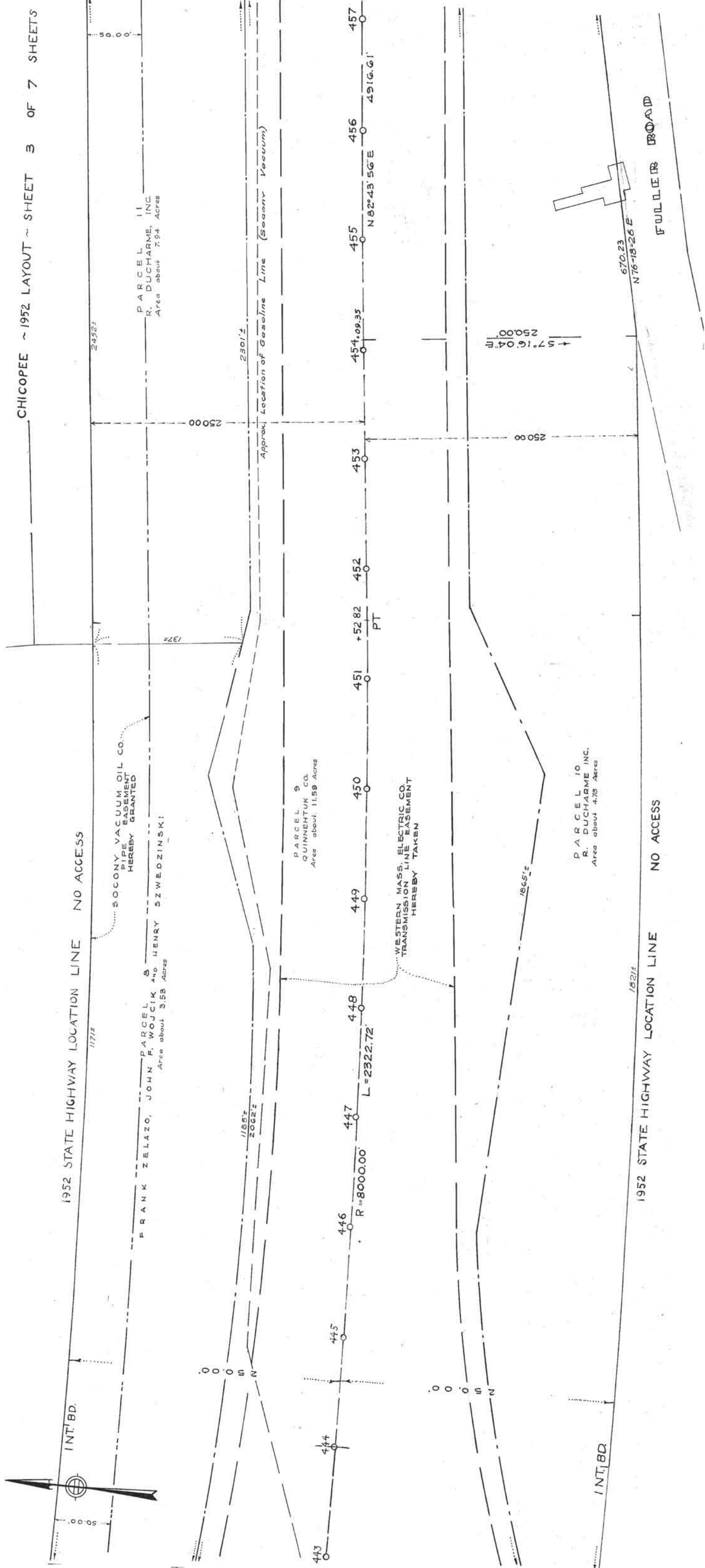
William F. Goggin
Benjamin H. Kent
James V. Matson
 Department of Public Works

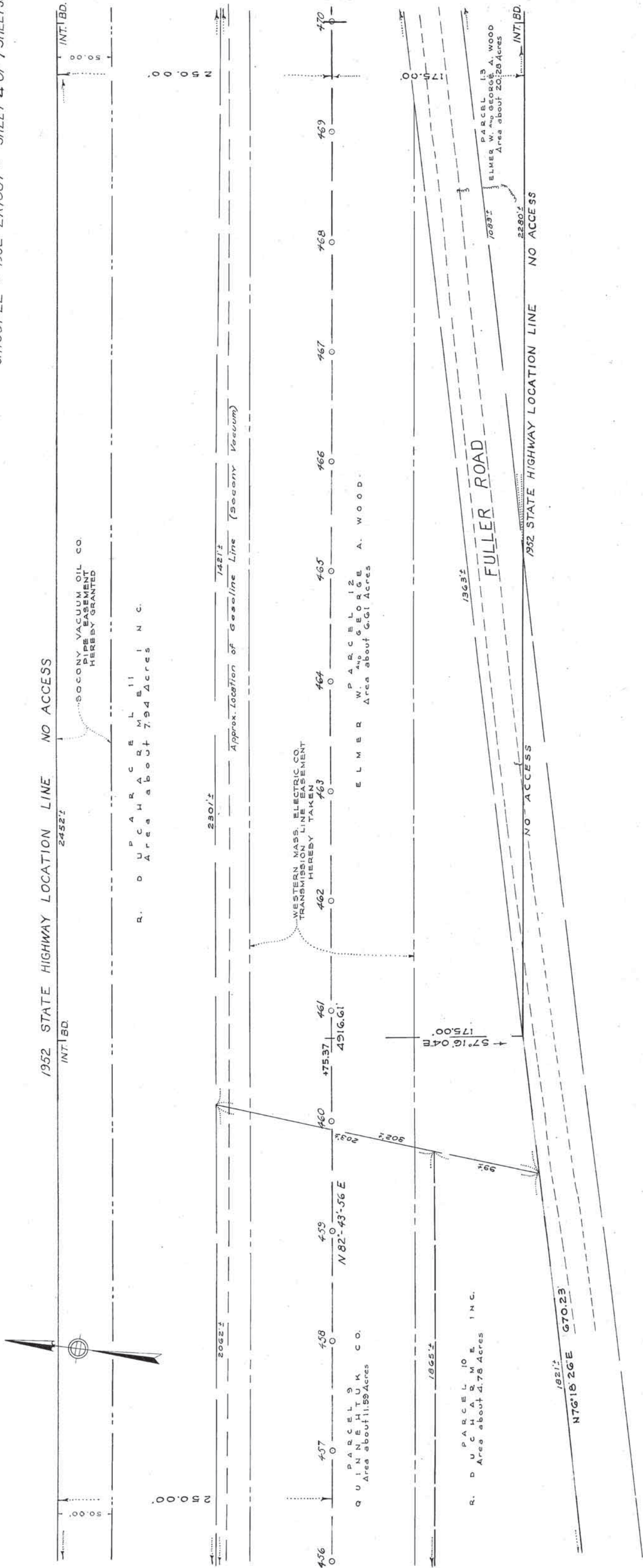
This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on July 15, 1952 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

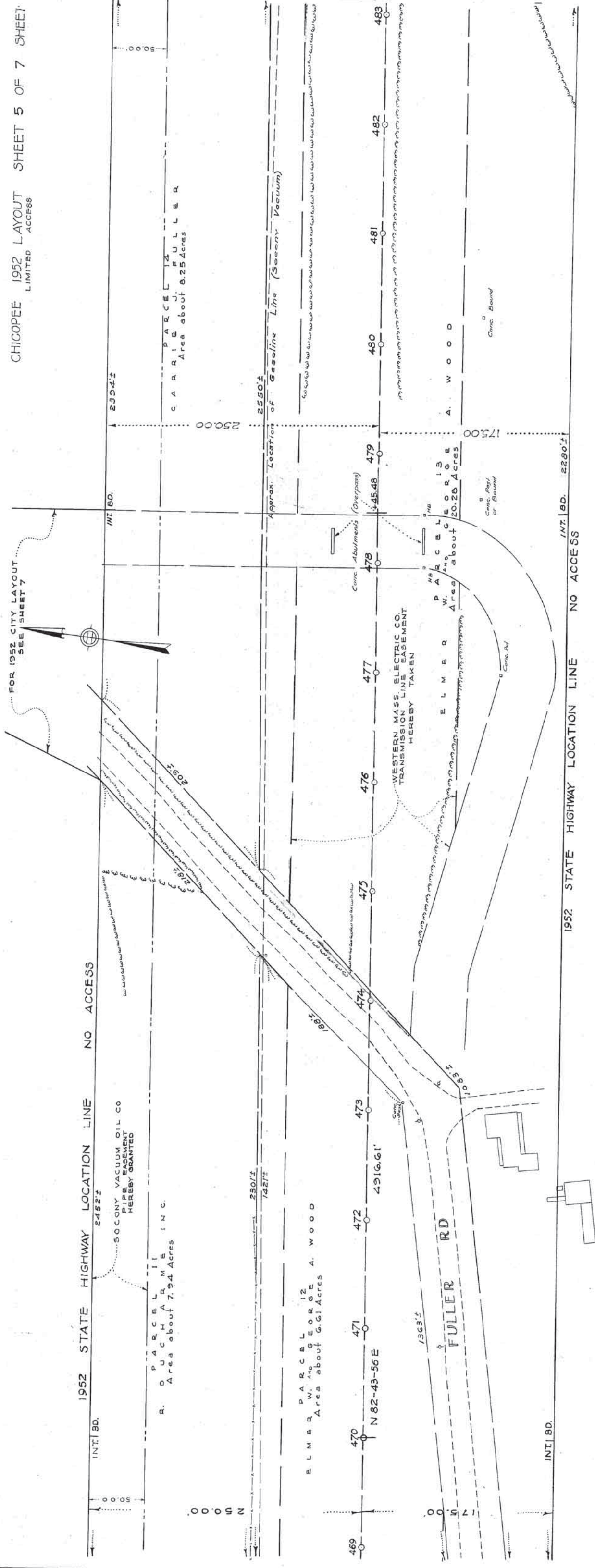
William F. Goggin
Benjamin H. Kent
James V. Matson
 Department of Public Works

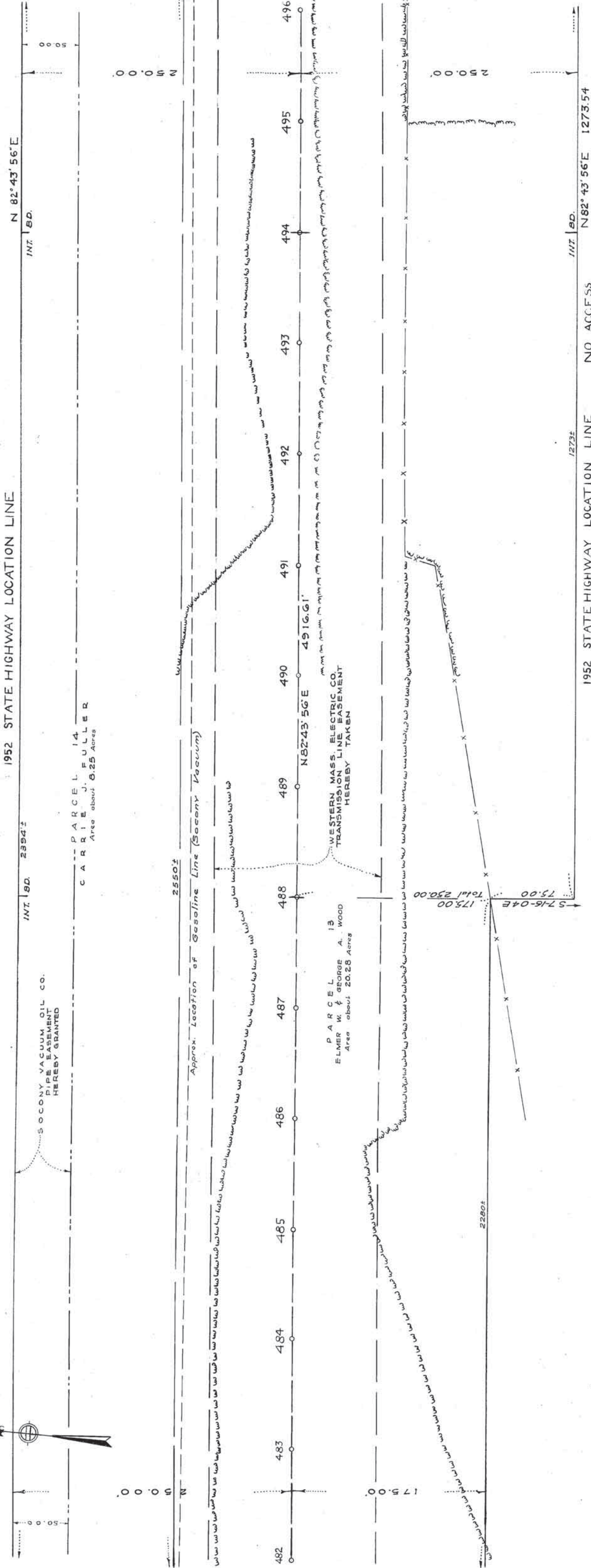
The Commonwealth of Massachusetts
 PLAN OF ROAD
 in the city of
CHICOPEE
 HAMPDEN COUNTY
 Laid out as a State Highway by the
 Department of Public Works
 JULY 15, 1952
 Scale: 40 feet to the inch
John K. Kelley
 Chief Engineer

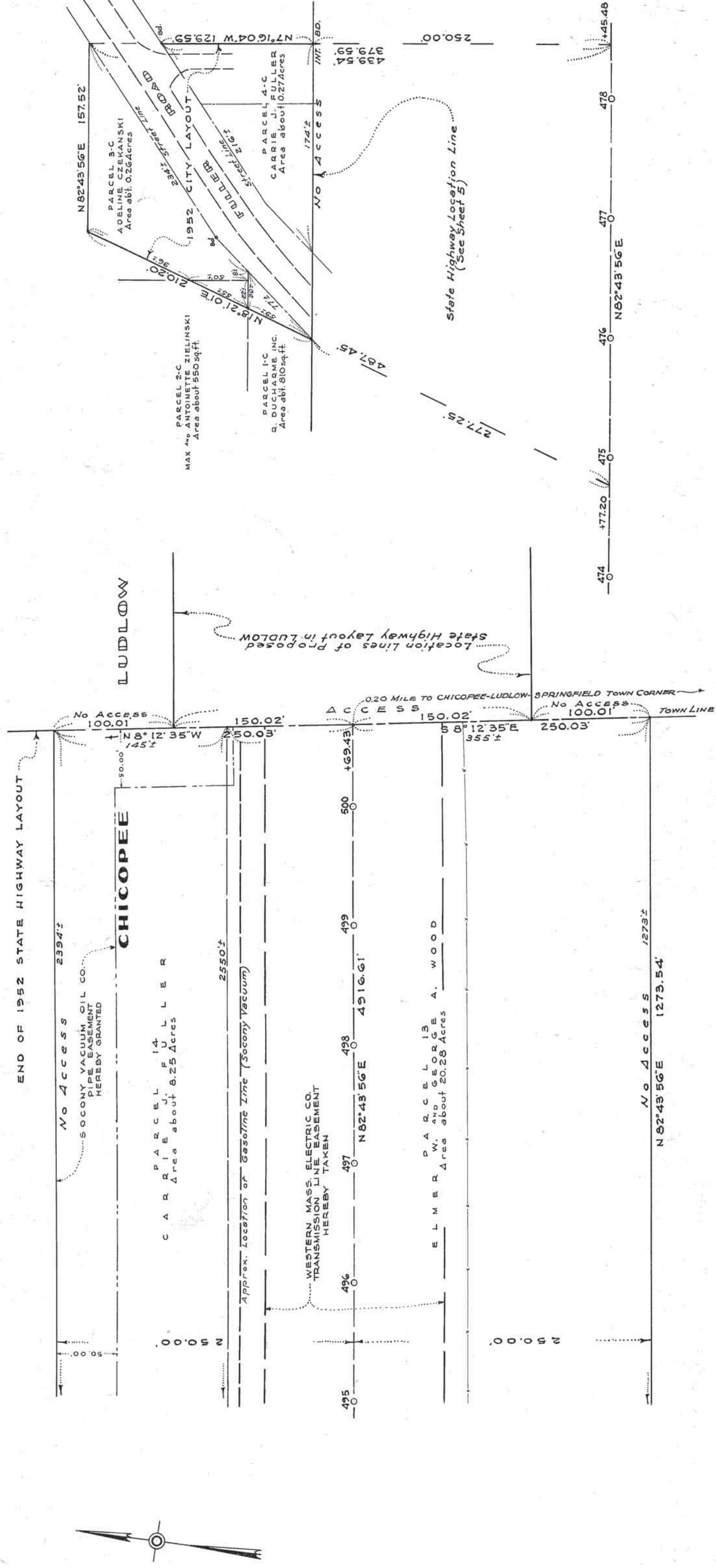














The Commonwealth of Massachusetts
Department of Public Works

100 Nashua Street, Boston 14

October 18, 1954

Rec'd
Oct. 20, 1954

Chicopee

Mr. Edward G. Shea
Clerk, Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

I am sending you herewith, for your files, an attested copy of an order of this Department, dated September 28, 1954, further amending the State highway layouts in the city of Chicopee (Nos. 3994 and 3998).

Yours truly,

May E. Mc Morrow
Secretary

C/H

Enclosure

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of July 15, 1952, lay out and take charge of, as a limited access State highway, a road in the city of Chicopee, County of Hampden, said layout consisting of establishing a State highway location for a portion of the proposed Springfield By-pass, so called (relocation of Route 20), and being numbered 3994, as shown on a plan signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Laid out as a State Highway by the Department of Public Works July 15, 1952. Scale: 40 feet to the inch", copies of which have been filed in the office of the County Commissioners of the County of Hampden, at Springfield, and in the office of the City Clerk of said City of Chicopee; and

Whereas, incorporated in said layout and order of taking therefor was an easement granted the Socony-Vacuum Oil Company, Incorporated, its successors and/or assigns, for pipe lines and necessary appurtenances therefor, which easement was altered in its location by an alteration of the aforesaid layout as described in an order of layout and taking dated August 19, 1952 (Layout 3998) and as shown on a plan entitled: "The Commonwealth of Massachusetts Plan of road in the City of Chicopee Hampden County Altered and laid out as a State highway by the Department of Public Works August 19, 1952. Scale: 40 feet to the inch", copies of which have been filed in the office of the County Commissioners of the County of Hampden, at Springfield, and in the office of the City Clerk of said City of Chicopee; and

Whereas, two orders of the Department, dated December 1, 1953 and March 2, 1954, respectively, did not convey therein the easement rights intended;

Now, therefore, it is hereby ordered that the two orders of the Department, dated December 1, 1953 and March 2, 1954, be voided;

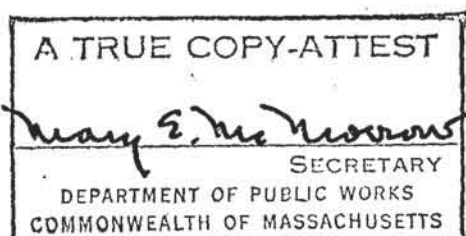
And it is further ordered that the aforesaid layout 3994 and layout 3998 be amended by adding to the rights granted to the Socony-Vacuum Oil Company, Incorporated, thereby the right of free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same, so that in layout 3994 the second sentence of the third paragraph on page four reads as follows:

Said easement consists of the right to construct, maintain and use pipe lines and appurtenances therefor within the limits of said portion of the State highway location and with free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same in such manner as in the opinion of this Department will not interfere with the use of the highway.

And so that in layout 3998 the first sentence of the fourth paragraph on page 1 reads as follows:

Now, therefore, we, William F. Callahan, Commissioner, and Benjamin H. Grout and Francis V. Matera, Associate Commissioners, of said Department of Public Works, do hereby grant an easement within said State highway location to the Socony-Vacuum Oil Company, Incorporated, its successors and/or assigns, for the purpose of constructing, maintaining and operating pipe lines and necessary appurtenances therefor, and with free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same in such manner as in the opinion of said Department will not interfere with the use of the highway.

Dated at Boston this twenty-eighth day of September, 1954.



John A. Volpe) Department of Public Works
Fred B. Dole	
Lewis J. Fritz	



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 21, 1952.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated July 15, 1952, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Chicopee, and has laid out a section of highway in Chicopee in behalf of the city of Chicopee, as shown on said plan, is sent you herewith for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway and the laying out of said section of highway in behalf of the city of Chicopee is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMoran
Secretary

R

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3994
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the city of CHICOPEE, county of Hampden. The layout consists of establishing a State highway location for a portion of the proposed Springfield By-pass, so-called (relocation of Route 20). The layout begins at the southeasterly side of Lombard Road adjacent to the crossing of the transmission line of the Western Massachusetts Electric Company over said road, and extends thence easterly about 1.5 miles to the dividing line between the town of Ludlow and the city of Chicopee.

The length of State highway hereby laid out is 7968.43 feet.

The section of State highway hereby laid out is more fully described as follows:

The base line of location of the section of State highway hereby laid out begins at a point on the approximate southeasterly street line of Lombard Road about 290 feet distant southwesterly, measured along said street line, from the crossing of the Western Massachusetts Electric Company's transmission line over said street, said point being shown on plan as station 421+01.00, and extends thence south $80^{\circ} 37' 57''$ east 729.10 feet; thence by a curve to the left of 8000.00 feet radius 2322.72 feet; thence north $82^{\circ} 43' 56''$ east 4916.61 feet to a point at the end of the layout on the aforesaid Ludlow-Chicopee line about 0.2 of a mile (measured along said line) northerly of the Chicopee-Ludlow-Springfield town corner in the middle of the Chicopee River, said point being shown on plan as station 500+69.43.

The northerly line of location of the section of State highway hereby laid out begins at a point on the approximate southeasterly street line of Lombard Road bearing north $62^{\circ} 08' 10''$ east and 413.20 feet distant from the point of beginning of the aforesaid base line shown on plan as station 421+01.00 and extends thence parallel to said base line and 250.00 feet distant therefrom to a point at the end of the layout on the aforesaid Ludlow-Chicopee line bearing north $8^{\circ} 12' 35''$ west and 250.03 feet distant from the point of ending of said base line shown on plan as station 500+69.43.

The southerly line of location of the section of State highway hereby laid out begins at a point on the approximate southeasterly street line of Lombard Road bearing south $62^{\circ} 08' 10''$ west and 413.20 feet distant from the point of beginning of the aforesaid base line shown on plan as station 421+01.00 and extends thence south $80^{\circ} 37' 57''$ east 1058.09 feet (for the most part parallel to said base line and 250.00 feet distant therefrom) to a point bearing south $9^{\circ} 22' 03''$ west and 250.00 feet distant from station 428+30.10 of said base line; thence continuing easterly, parallel to said base line and 250.00 feet distant therefrom to a point on the northerly street line of Fuller Road bearing south $7^{\circ} 16' 04''$ east and 250.00 feet distant from station 454+09.35 of said base line; thence, following said line of Fuller Road, north $76^{\circ} 18' 26''$ east 670.23 feet to a point bearing south $7^{\circ} 16' 04''$ east and 175.00 feet distant from station 460+75.37 of said base line; thence leaving said line of Fuller Road and extending parallel to said base line and 175.00 feet distant therefrom to a point bearing south $7^{\circ} 16' 04''$ east and 175.00 feet distant from station 488 of said base line; thence south $7^{\circ} 16' 04''$ east 75.00 feet to a point bearing south $7^{\circ} 16' 04''$ east and 250.00 feet distant from said station 488; thence north $82^{\circ} 43' 56''$ east 1273.54 feet (parallel to said base line and 250.00 feet distant therefrom) to a point at the end of the layout on the aforesaid Ludlow-Chicopee line bearing south $8^{\circ} 12' 35''$ east and 250.03 feet distant from the point of ending of said base line shown on plan as station 500+69.43.

The westerly end of the section of State highway hereby laid out is defined by that portion of the approximate southeasterly street line of Lombard Road extending south $62^{\circ} 08' 10''$ west 826.40 feet between the points of beginning of the hereinbefore described northerly and southerly location lines.

The easterly end of the section of State highway hereby laid out is defined by that portion of the aforesaid dividing line between the town of Ludlow and the city of Chicopee extending south $8^{\circ} 12' 35''$ east 500.06 feet between the points of ending of the hereinbefore described northerly and southerly location lines.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the layout; also at intermediate points on both location lines opposite stations 436, 444, 470, 478+45.48, and 494, and on the northerly

location line only opposite stations 460+75.37 and 488.

The right of access to and egress from the State highway location above described is limited, being permitted only as follows:

1. Access to and egress from ^{said} State highway location is allowed across the line defining the westerly end of the layout as hereinbefore described, and across the line defining the easterly end of the layout between points thereon, bearing north $8^{\circ} 12' 35''$ west and south $8^{\circ} 12' 35''$ east and 150.02 feet distant respectively from station 500+69.43 of the aforesaid base line.
2. Access to and egress from said location is allowed the Western Massachusetts Electric Company, its successors and/or assigns or its agents, for power line maintenance purposes only, across the above described southerly location line between points thereon opposite station 435+31 and about opposite station 436+78 of the aforesaid base line.
3. Access to and egress from said location is allowed the Secony-Vacuum Oil Company, its successors and/or assigns, or its agents, for the maintenance of its pipe lines only, across the above described southerly location line between points thereon opposite station 438+72 and about opposite station 439+30 of the aforesaid base line on the lines defining the boundaries of the easement granted to said Company as hereinafter described.

Appurtenant to the laying out of the State highway location hereinbefore described is the laying out of a section of highway in behalf of the City of Chicopee under the provisions of Chapter 448 of the Acts of 1948. The section of highway which is hereby so laid out is described as follows:

The section of highway hereby laid out in behalf of the City of Chicopee consists of widening the existing location of Fuller Road adjoining the northerly location line of the aforesaid State highway.

The northwesterly location line of Fuller Road as hereby laid out begins at a point marking the junction of the northerly location line of the State highway hereinbefore described with the existing northwesterly street line of Fuller Road, said point bearing north $18^{\circ} 21' 01''$ east and being 277.25 feet distant from station 474+77.20 of the aforesaid base line and extends thence, leaving said location line and said existing street line, north $18^{\circ} 21' 01''$ east 210.20 feet to a point bearing north $18^{\circ} 21' 01''$ east and 487.45 feet distant from said station 474+77.20; thence north $82^{\circ} 43' 56''$ east 157.52 feet to a point at the end of layout, again on said existing northwesterly street line of Fuller Road, bearing north $7^{\circ} 16' 04''$ west and 439.54 feet distant from station 478+45.48 of said base line.

The southeasterly location line of Fuller Road as hereby laid out begins at a point on the northerly location line of the State highway hereinbefore described at its intersection with the existing southeasterly street line of Fuller Road, and extends thence following said State highway location line easterly about 174 feet to a point thereon bearing north $7^{\circ} 16' 04''$ west and 250.00 feet distant from station 478+45.48 of the aforesaid base line; thence leaving said State highway location line and extending north $7^{\circ} 16' 04''$ west 129.59 feet to a point at the end of the layout, again on the existing southeasterly street line of Fuller Road, bearing north $7^{\circ} 16' 04''$ west and 379.59 feet distant from said station 478+45.48.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set on both location lines, at angle points and points of ending of this layout, and on the northwesterly line at the point of beginning thereof.

An easement is hereby granted to the Socony-Vacuum Oil Company, its successors and/or assigns, within a portion of the State highway location hereinbefore described. Said easement consists of the right to construct, maintain and use pipe lines and appurtenances therefore within the limits of said portion of the State highway location, in such manner as in the opinion of this Department will not interfere with the use of the highway. Said portion of highway location consists of a strip of land 50 feet in width, the northerly boundary of which begins at a point on the southerly location line of the State highway hereinbefore described opposite station 438+72 of the aforesaid base line, and extends thence north 30° east to the northerly location line of said State highway; thence easterly, following said northerly line of State highway, to the dividing line between the City of Chicopee and the town of Ludlow; thence following said dividing line southerly to a point thereon bearing north $8^{\circ} 12' 35''$ west and about 100 feet distant from the point of ending of the aforesaid base line shown on plan as station 500+69.43.

The southerly boundary of the portion of the State highway in which said easement is granted begins at a point on the southerly location line of said State highway and extends thence northeasterly, easterly, and southerly, parallel to the northerly boundary above described and 50.00 feet distant therefrom to a point bearing north $8^{\circ} 12' 35''$ west and about 100 feet distant from station 500+19.43 of said base line; thence easterly to the point of ending of the aforesaid northerly boundary.

The location of said easement is shown on the plan herein-after referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 685 of the Acts of 1950, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the city of Chicopee, county of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 14, inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for the telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Chicopee which are included in the foregoing description, but including in said taking all rights of easement held by the Western Massachusetts Electric Company and the Socony Vacuum Oil Company previous to the date of this layout within the location thereof between station 437+50 of the above described base line and the aforesaid Chicopee Ludlow line.

For the purpose of laying out, constructing and maintaining the section of highway above described, the Department of Public Works, on behalf of the City of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of Chapter 685 of the Acts of 1950, Parcels 1-C to 4-C, inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the city of Chicopee, county of Hampden, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Chicopee which are included in the foregoing description.

The State highway hereby laid out, the section of city highway hereby laid out, and the aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Laid out as a State highway by the Department of Public Works July 15, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Mary G. Vanderpoel	8.47 acres	\$1.00
2	Ernest G. Vanderpoel, Jr.	9.60 acres	1.00
3	Charles J. Seaver	0.16 acres	1.00
4	Estate of Grace A. Robson	0.13 acres	1.00
5	Paul S. and Dorothy McKelroy	0.14 acres	1.00
6	Mary G. Vanderpool	2.78 acres	1.00
7	Frank J. Zelazo, John F. Wojcik and Henry Szwedzinski	0.16 acres	1.00
8	Frank J. Zelazo, John F. Wojcik and Henry Szwedzinski	3.53 acres	1.00
9	Gulmshtuk Company	11.59 acres	1.00
10	R. Ducharme, Inc.	4.78 acres	1.00
11	R. Ducharme, Inc.	7.94 acres	1.00
12	Elmer W. and George A. Wood	6.61 acres	1.00
13	Elmer W. and George A. Wood	20.28 acres	1.00
14	Carrie J. Fuller	8.25 acres	1.00
1-0	R. Ducharme, Inc.	310 sq. ft.	1.00
2-0	Max and Antoinette Zielineki	550 sq. ft.	1.00
3-0	Adeline Czekanski	0.26 acres	1.00
4-0	Carrie J. Fuller	0.27 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty-fifth day of August, 1952 (unless otherwise agreed upon).

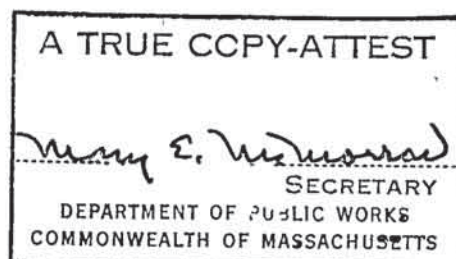
It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of the said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out said section of city way in accordance with said plan.

Dated at Boston this fifteenth day of July, 1952.



William F. Callahan

Department

Benjamin H. Grout

or

Francis V. Matera

Public Works

1952

Chicopee



STATE LAYOUT PLAN #3998
Route 20 Socony Vacuum Oil Co. pipe easement relocated

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 37 PAGE 77

INDEXING

STATE LAYOUT PLAN #3998

- Image Info** SH54006 Chicopee
- Image Info** SH54006 Route 20
- Image Info** SH54006 Socony Vacuum Oil Company

NOTE: The alteration consists of revising the access provisions on the northerly location line of the highway to allow for revision of Socorro Vacuum Oil Co. Easement.

The Commonwealth of Massachusetts
PLAN OF ROAD
 in the city of

CHICOPPEE

THOMPSON COUNTY
Altered and laid out as a State Highway by
Department of Public Works

AUGUST 19, 1952

Scale: 40 feet to the inch

P.H. Kuykendall
Chief Engineer

Layout № 3998



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

October 18, 1954

*Rec'd
Oct. 20, 1954*

Chicopee

Mr. Edward G. Shea
Clerk, Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

I am sending you herewith, for your files, an attested copy of an order of this Department, dated September 28, 1954, further amending the State highway layouts in the city of Chicopee (Nos. 3994 and 3998).

Yours truly,

May E. Mc Morrow
Secretary

C/H

Enclosure

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of July 15, 1952, lay out and take charge of, as a limited access State highway, a road in the city of Chicopee, County of Hampden, said layout consisting of establishing a State highway location for a portion of the proposed Springfield By-pass, so called (relocation of Route 20), and being numbered 3994, as shown on a plan signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Laid out as a State Highway by the Department of Public Works July 15, 1952. Scale: 40 feet to the inch", copies of which have been filed in the office of the County Commissioners of the County of Hampden, at Springfield, and in the office of the City Clerk of said City of Chicopee; and

Whereas, incorporated in said layout and order of taking therefor was an easement granted the Socony-Vacuum Oil Company, Incorporated, its successors and/or assigns, for pipe lines and necessary appurtenances therefor, which easement was altered in its location by an alteration of the aforesaid layout as described in an order of layout and taking dated August 19, 1952 (Layout 3998) and as shown on a plan entitled: "The Commonwealth of Massachusetts Plan of road in the City of Chicopee Hampden County Altered and laid out as a State highway by the Department of Public Works August 19, 1952. Scale: 40 feet to the inch", copies of which have been filed in the office of the County Commissioners of the County of Hampden, at Springfield, and in the office of the City Clerk of said City of Chicopee; and

Whereas, two orders of the Department, dated December 1, 1953 and March 2, 1954, respectively, did not convey therein the easement rights intended;

Now, therefore, it is hereby ordered that the two orders of the Department, dated December 1, 1953 and March 2, 1954, be voided;

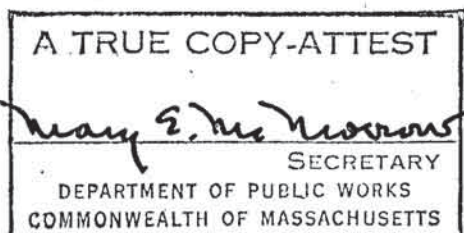
And it is further ordered that the aforesaid layout 3994 and layout 3998 be amended by adding to the rights granted to the Socony-Vacuum Oil Company, Incorporated, thereby the right of free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same, so that in layout 3994 the second sentence of the third paragraph on page four reads as follows:

Said easement consists of the right to construct, maintain and use pipe lines and appurtenances therefor within the limits of said portion of the State highway location and with free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same in such manner as in the opinion of this Department will not interfere with the use of the highway.

And so that in layout 3998 the first sentence of the fourth paragraph on page 1 reads as follows:

Now, therefore, we, William F. Callahan, Commissioner, and Benjamin H. Grout and Francis V. Matera, Associate Commissioners, of said Department of Public Works, do hereby grant an easement within said State highway location to the Socony-Vacuum Oil Company, Incorporated, its successors and/or assigns, for the purpose of constructing, maintaining and operating pipe lines and necessary appurtenances therefor, and with free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same in such manner as in the opinion of said Department will not interfere with the use of the highway.

Dated at Boston this twenty-eighth day of September, 1954.



John A. Volpe

Fred B. Dole

Lewis J. Fritz

) Department

) of

) Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

August 26, 1952.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of August 19, 1952, alter the location of a section of State highway laid out in Chicopee in the year 1952.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Wm. E. McDonald
Secretary.

~~Registered Mail~~

*Rec'd
3/19/52*

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3998

WHEREAS, the Massachusetts Department of Public Works, acting in behalf of the Commonwealth of Massachusetts, did, on July 15, 1952, lay out as a State highway a road in the city of CHICOPEE, county of Hampden, for a relocation of Route 20, as shown on the plan of said State highway on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of the County of Hampden, at Springfield, and in the office of the City Clerk of said City of Chicopee; and

WHEREAS, incorporated in said layout and the order of taking therefor was an easement granted the Socony Vacuum Oil Company, its successors and/or assigns, for pipe lines and necessary appurtenances therefor; and

WHEREAS, it now becomes necessary to alter the location of a portion of said easement and to provide access to and egress from the State highway location across the northerly location line thereof for the purpose of maintaining said pipe lines;

NOW, THEREFORE, we, William F. Callahan, Commissioner, and Benjamin H. Grout and Francis V. Matera, Associate Commissioners, of said Department of Public Works, do hereby grant an easement within said State highway location to the Socony Vacuum Oil Company, its successors and/or assigns, for

the purpose of constructing, maintaining and operating pipe lines and necessary appurtenances therefor, in such manner as in the opinion of said Department will not interfere with the use of the highway. Said easement is located within an area bounded and described as follows:

The easterly boundary line of said area begins at a point on the southeasterly boundary line of the aforesaid July 15 easement area at its junction with the southerly location line of the aforesaid July 15, 1952 State highway layout, said point bearing south $1^{\circ} 30' 40''$ west and being 250.00 feet distant from station 439+27.06 of the base line thereof, and extends thence, leaving said July 15 boundary line and following said State highway location line, easterly by a curve to the left of 8250.00 feet radius 665.09 feet to a point bearing south $3^{\circ} 06' 29''$ east and 250.00 feet distant from station 445+72.00 of said base line; thence, leaving said State highway location line and extending north $46^{\circ} 53' 31''$ east 134.00 feet to a point bearing south $3^{\circ} 49' 42''$ east and 164.51 feet distant from station 446+72.59 of said base line; thence north $14^{\circ} 54' 08''$ east 312.54 feet to a point bearing north $4^{\circ} 33' 33''$ west and 130.83 feet distant from station 447+74.62 of said base line; thence north $50^{\circ} 12' 53''$ east 121.00 feet to a point on the southerly boundary line of the aforesaid July 15, 1952 easement area, bearing north $5^{\circ} 17' 07''$ west and 200.00 feet distant from station 448+76.00 of the aforesaid base line.

The westerly boundary line of the area of the hereby granted easement is parallel to and 50.00 feet distant from the above-described easterly boundary line, and extends from a point on the aforesaid southeasterly boundary line of the July 15 easement area, bearing south $1^{\circ} 19' 17''$ west and 200.00 feet distant from station 439+53.56 of the aforesaid base line to a point on the southerly boundary line of said July 15 easement area, bearing north $4^{\circ} 38' 31''$ west and 200.00 feet distant from station 447+86.19 of the aforesaid base line.

All rights of easement granted said Socony Vacuum Oil Company, its successors and/or assigns, on July 15, 1952 lying within the areas limited as follows are hereby taken, said areas being -

First - The area 50 feet in width bounded -

(a) on the south by a line which begins at a point on the northwesterly boundary line of said July 15 easement area bearing south $1^{\circ} 43' 08''$ west and 200.00 feet distant from station 438+98.06 of the base line of said July 15, 1952 layout, and extends thence easterly by a curve to the left of 8200.00 feet radius 56.88 feet to a point on the southeasterly boundary line of said July 15 easement area, bearing south $1^{\circ} 19' 17''$ west and 200.00 feet distant from station 439+53.56 of said base line; and

(b) on the east by a line which begins at a point on the southerly boundary line of said July 15 easement area bearing north $4^{\circ} 38' 31''$

west and 200.00 feet distant from station 447+86.19 of the aforesaid base line, and extends thence north $50^{\circ} 12' 53''$ east 87.44 feet to a point on the northerly boundary line of said July 15 easement area (being the northerly location line of said State highway) bearing north $5^{\circ} 10' 14''$ west and 250.00 feet distant from station 449+60.00 of the aforesaid base line.

Second - The area 50 feet in width lying easterly of a line which begins at a point on the southerly boundary line of said July 15 easement area opposite and 200.00 feet distant northerly from station 496+58.79 of the aforesaid base line, and extends thence north $62^{\circ} 43' 56''$ east 146.19 feet to a point on the northerly boundary line of said July 15 easement area (being the northerly location line of said State highway) opposite and 250 feet distant northerly from station 497+96.16 of said base line.

The no-access provision of said July 15, 1952 layout across the northerly location line thereof between points opposite stations 496+58.97 and 497+96.16 of the base line thereof is hereby altered to the extent that access to and egress from said State highway location is hereby allowed the Socony Vacuum Oil Company, its successors and/or assigns, across said location line between points opposite said stations, but only for the purpose of maintaining the aforesaid pipe lines.

As no damage has been sustained by the owners of the easements taken as aforesaid no awards are made therefor.

The State highway hereby altered and laid out is shown on a plan signed by F. H. Kitfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the city of Chicopee Hampden County Altered and laid out as a State Highway by the Department of Public Works August 19, 1952. Scale: 40 feet to the inch".

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the city in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

1952 L.O.

in Chicopee

No. 3998

Page 4.

Dated at Boston this nineteenth day of August, 1952.

William F. Callahan

Department

Benjamin H. Grout

of

Francis V. Matera

Public Works

A TRUE COPY-ATTEST

May E. McMahon

SECRETARY

DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Chicopee State Highway layout in file SH54007 described as “Alterations in layouts 3994 & 3998 – Socony Vaccum Oil Co. easement” had no data in file cabinet brought up from the Office of the Hampden County Engineer to the Hampden County Registry of Deeds.

Therefore, this page is intentionally left blank.

1953

Chicopee



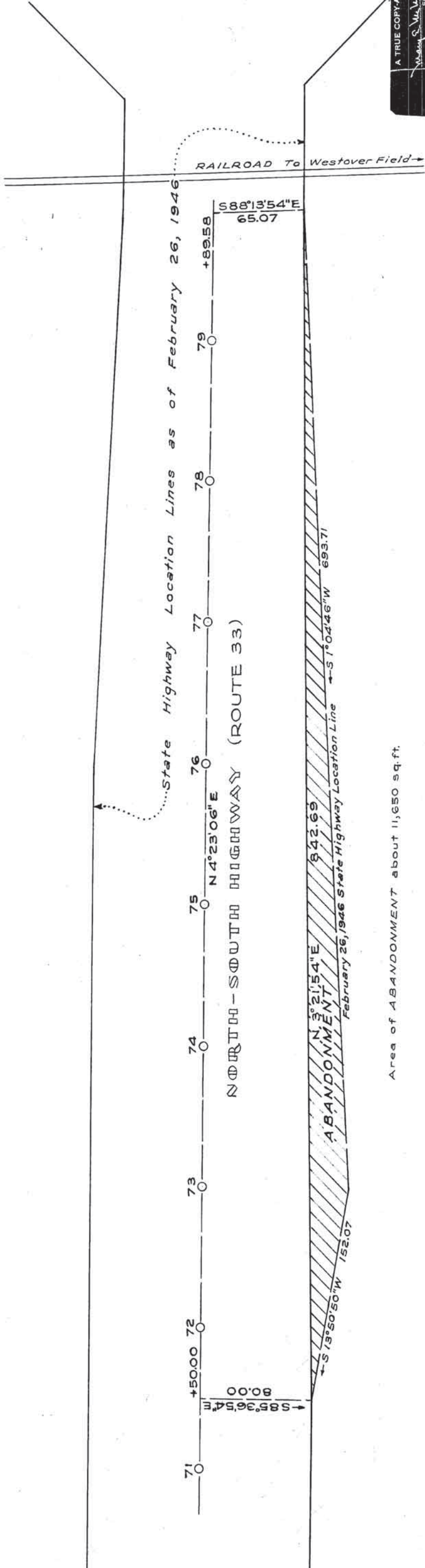
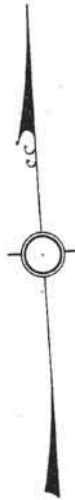
STATE LAYOUT PLAN #4082
Memorial Dr., abandonment on east line,
south of RR tracks to Westover

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 41 PAGE 91

INDEXING

STATE LAYOUT PLAN #4082

- Image Info SH54008 Chicopee
- Image Info SH54008 USA
- Image Info SH54008 Memorial Drive Route 33
- Image Info SH54008 Westover Air Force Base



Area of ABANDONMENT about 11,650 sq. ft.



This certifies that the section of road marked on this plan "ABANDONMENT" was abandoned by the Department of Public Works on October 13, 1953 in accordance with Chapter 81 of the General Laws.

John A. Dole
Fred B. Dole
Steven V. Matena
Department of Public Works

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on October 13, 1953 in accordance with Chapter 81 of the General Laws.

John A. Dole
Fred B. Dole
Steven V. Matena
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
CHICOPPEE
CHAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
OCTOBER 13, 1953
Scale:- 40 feet to the inch
H. S. Shag
Chief Engineer Layout No 4082



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

October 16, 1953.

Chicopee

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

The Department of Public Works did, under date of October 13, 1953, alter the location of a section of State highway laid out in Chicopee in the year 1946, and did abandon certain land previously taken for State highway purposes in said town.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered and has abandoned certain land previously taken for State highway purposes in said town in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said State highway as altered and the abandonment of said land in accordance with said plan is also enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. McMurrow
Secretary

R

*Recd
Oct. 27/53*



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4082

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
February 26, 1946,
lay out and take charge of as a State highway a road in the city of CHICOPEE,
county of Hampden, leading from
to and being known as
the North-South Highway (Route 33),
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
City Clerk of said City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

Now, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on the North-South Highway, so called (Route 33), and consists of the abandonment of a certain portion of the State highway location laid out on February 26, 1946. Said abandonment is on the easterly side of said layout just southerly of the track of the Boston and Maine Railroad leading to Westover Field, and causes a revision of the easterly location line of said 1946 layout between stations 71+50.00 and 79+89.58 of the base line thereof.

Said easterly location line as hereby revised and laid out begins at a point on the easterly location line of said 1946 layout bearing south $85^{\circ} 36' 54''$ east and 80.00 feet distant from said station 71+50.00, and extends thence, leaving said 1946 location line, north $3^{\circ} 21' 54''$ east 842.69 feet to a point again on said 1946 location line bearing south $88^{\circ} 13' 54''$ east and 65.07 feet distant from the aforesaid station 79+89.58.

That portion of the location of the aforesaid 1946 State highway layout lying easterly of the above-described revised easterly location line and between said stations 71+50.00 and 79+89.58 is hereby abandoned as State highway, being more fully described as follows:

Beginning at the point of beginning of the easterly location line hereby revised as above described, said point also being on the easterly location line of the aforesaid 1946 State highway layout, bearing south $85^{\circ} 36' 54''$ east and being 80.00 feet distant from the aforesaid station 71+50.00, and extending thence by said revised location line north $3^{\circ} 21' 54''$ east 842.69 feet to the northerly end thereof again on the aforesaid easterly location line of the 1946 State highway layout bearing south $88^{\circ} 13' 54''$ east and 65.07 feet distant from the aforesaid station 79+89.58; thence extending by said 1946 location line south $1^{\circ} 04' 46''$ west 693.71 feet and south $13^{\circ} 50' 50''$ west 152.07 feet to the point of beginning above described; the foregoing being the boundary line of a parcel of land containing about 11,650 square feet.

The State highway hereby revised and laid out, and the section of State highway hereby abandoned are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled; "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Altered and laid out as a State Highway by the Department of Public Works October 13, 1953. Scale: 40 feet to the inch".

It is therefore

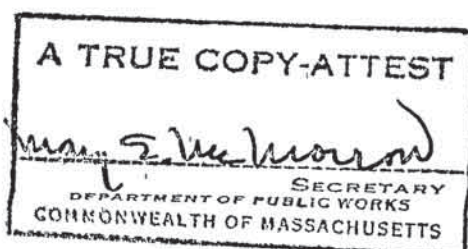
Voted, That the portion of State highway as hereinbefore described and as described and shown on said plan and marked "Abandonment" be and the same is hereby abandoned; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said land is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has abandoned the land herein referred to and as shown on said plan, together with a copy of this adjudication and vote.

It is also

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirteenth day of October, 1953.

<u>John A. Volpe</u>	}	Department
<u>Fred B. Dole</u>		of
<u>Francis V. Matera</u>		Public Works



North-South Highway
(Route 33)

City of Chicopee

Filed-October 27, 1953

1955

Chicopee



STATE LAYOUT PLAN #4285
Route 20(I-291) relocation Springfield line to Fuller Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 48 PAGE 37-39

INDEXING

STATE LAYOUT PLAN #4285

- Image Info SH54009 Chicopee
- Image Info SH54009 Springfield
- Image Info SH54009 Fuller Road
- Image Info SH54009 I-291
- Image Info SH54009 Route 20



Well

CHICOPEE

N 9° 55' 58" E 258.24 0 Septic Tank

125.00
N 60° 04' 02" W
41.76

125.00
N 80° 04' 02" W
150.00

69

70

71

72

73

74

75

76

77

78

79

80

City Line
Access

PARCEL 1
EDWARD & MADELAINE GROCHMAL
Area about 1.42 Acres

PARCEL 2
KATARYNA GROCHMAL
& ALFREDA WELLS
Area about 0.96 Acre

PARCEL 3
STEPHEN & ANITA GROCHMAL
Area about 1.56 Acres

PARCEL 4
WALTER T. & ROSANNA JOHNSON
Area about 2.43 Acres

PARCEL 5
CHARLES KUPKA
Area about 1.10 Acres

150.00
S 80° 04' 02" E
132.04
352.07

N 9° 55' 58" E
Access

1826.12
Access

BEGINNING OF 1955 STATE HIGHWAY LAYOUT

SPRINGFIELD

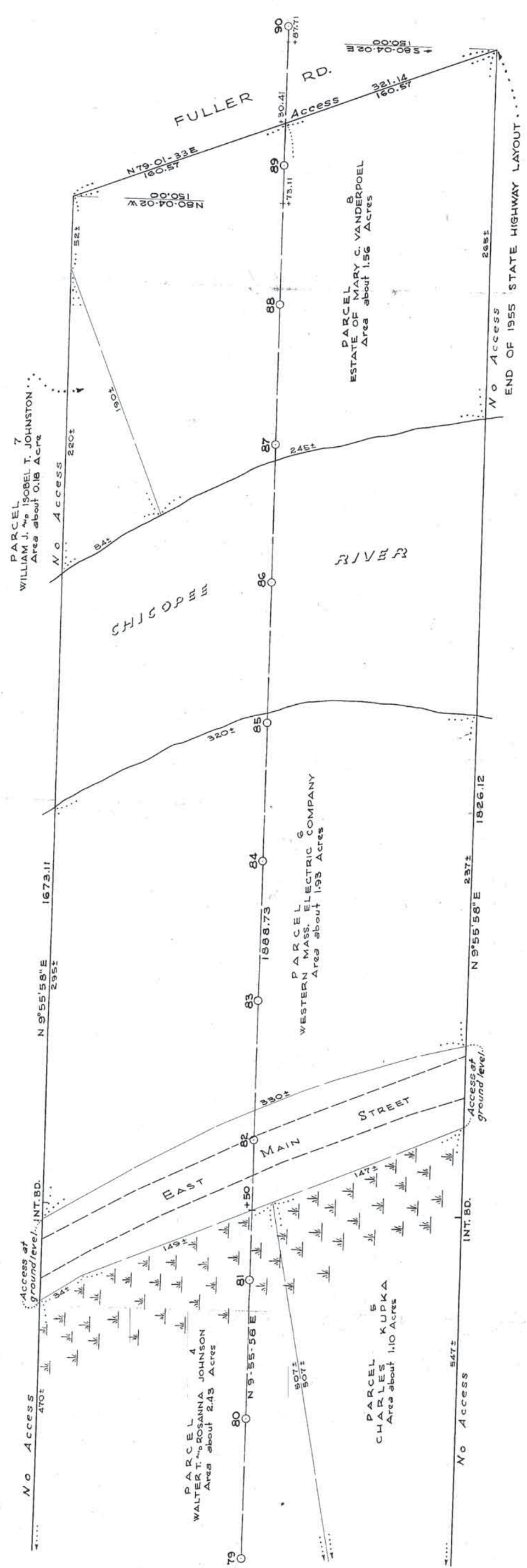
The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of
CHICOPEE
SANDWICH COUNTY
Laid out as a State Highway by the
Department of Public Works
APRIL 5, 1955
Scale: 40 feet to the inch
Chief Engineer

Layout No 4285

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on April 5, 1955 in accordance with Chapter 81 of the General Laws as amended by Section 1C inserted by Chapter 397 of the Acts of 1943.

Ed B. Dye
Ed B. Dye
Director
Department of Public Works







The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

April 10, 1955.

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated April 5, 1955, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Chicopee, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMoran
Secretary

R

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 4285
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on February 9, 1955, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway a road in the city of CHICOPEE, county of Hampden. The layout consists of establishing a State highway location, with limited access, for a portion of the so-called Springfield Connection to the proposed Relocation of Route 20, beginning at the dividing line between the cities of Chicopee and Springfield about one-half mile southwesterly of the Chicopee River, as measured along said dividing line, and extending northerly about 0.36 of a mile to Fuller Road, so called, being more fully described as follows:

The base line for the layout begins at a point on the dividing line between the cities of Chicopee and Springfield, shown on plan as station 70+41.68, and extends thence, leaving said dividing line, north $9^{\circ} 55' 58''$ east 1888.73 feet to a point at the end of the layout, at the southerly side of Fuller Road, so called, shown on plan as station 89+30.41.

The length of the State highway location hereby laid out is 1888.73 feet.

The westerly location line of the State highway hereby laid out begins at a point on the dividing line between the cities of Chicopee and Springfield bearing south $61^{\circ} 17' 39''$ west and 160.03 feet distant from the point of beginning of the base line hereinbefore described, shown on plan as station 70+41.68, and extends thence, leaving said dividing line, north $9^{\circ} 55' 58''$ east 258.24 feet to a point bearing north $80^{\circ} 04' 02''$ west and 125.00 feet distant from station 72 of said base line; thence north $80^{\circ} 04' 02''$ west 25.00 feet to a point bearing north $80^{\circ} 04' 02''$ west and 150.00 feet distant from said station 72; thence north $9^{\circ} 55' 58''$ east 1673.11 feet to a point at the end of the layout, at the southerly side of Fuller Road, bearing south $79^{\circ} 01' 33''$ west and 160.57 feet distant from the point of ending of said base line shown on plan as station 89+30.41.

The easterly location line of the State highway hereby laid out begins at a point on the dividing line between the cities of Chicopee and Springfield bearing north $61^{\circ} 17' 39''$ east and 192.04 feet distant from the point of beginning of the base line hereinbefore described, shown on plan as station 70+41.68, and extends thence, leaving said dividing line, north $9^{\circ} 55' 58''$ east 1826.12 feet

to a point at the end of the layout, at the southerly side of Fuller Road, bearing north $79^{\circ} 01' 33''$ east and 160.57 feet distant from the point of ending of said base line shown on plan as station 89+30.41.

The southerly end of the layout is defined by that portion of the dividing line between the cities of Chicopee and Springfield bearing north $61^{\circ} 17' 39''$ east and 352.07 feet in length, extending between the points of beginning of the hereinbefore described westerly and easterly location lines.

The northerly end of the layout is defined by a line bearing north $79^{\circ} 01' 33''$ east and 321.14 feet in length, extending between the points of ending of the hereinbefore described westerly and easterly location lines.

The side lines of location of the State highway hereby laid out are further defined by bounds set at the points of beginning and ending thereof and at intermediate points thereon opposite station 81+50 of the aforesaid base line, and on the westerly location line at angle points thereon.

The right of access to and egress from the State highway location is limited, being permitted across the location lines hereinbefore described only as follows:

1. Free access to and egress from said location is allowed across the lines defining the southerly and northerly ends thereof.
2. Access to and egress from said location is allowed at ground level across both location lines within the existing limits of East Main Street, so called.
3. Nothing in the foregoing access-egress items shall be interpreted as limiting the normal use of the waters of the Chicopee River.

The foregoing access-egress items are indicated on the plan hereinafter referred to.

Upon completion of construction and opening to travel of the State highway hereby laid out the control of East Main Street, within the limits of the State highway location hereinbefore described, at ground level, shall revert to the City of Chicopee.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 403 of the Acts of 1954, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the city of Chicopee, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Chicopee which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the city of Chicopee Hampden County Laid out as a State Highway by the Department of Public Works April 5, 1955. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

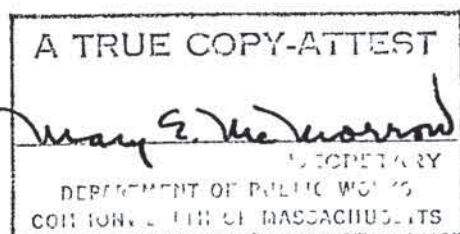
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Edward and Madelaine Grochmal	1.42 acres	\$1.00
2	Katarzyna Grochmal and Alfreda Wells	0.96 acres	1.00
3	Stephen and Anita P. Grochmal	1.56 acres	1.00
4	Walter T. and Rosanna Johnson	2.43 acres	1.00
5	Charles Kupka	1.10 acres	1.00
6	Western Mass. Electric Company	1.93 acres	1.00
7	William J. and Isobel T. Johnston	0.18 acres	1.00
8	Estate of Mary C. Vanderpoel	1.56 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fifth day of April, 1955.



<u>John A. Volpe</u>	}	Department
<u>Fred B. Dole</u>		of
<u>Lewis J. Fritz</u>		Public Works

1966

Chicopee



STATE LAYOUT PLAN #5609
I-91, Springfield line northerly to junction of I-391

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 106 PAGE 123(B)-125(B)

INDEXING

STATE LAYOUT PLAN #5609

- Image Info SH54010 Chicopee
- Image Info SH54010 Springfield
- Image Info SH54010 I-391
- Image Info SH54010 I-91

CITY OF CHICOPEE

INTERSTATE ROUTE 91

CITY OF SPRINGFIELD

**PARCEL NO. 2-1
CITY OF CHICOPEE
AREA ABOUT 19.76 ACRES**

BEGINNING OF 1966 STATE HIGHWAY LAYOUT IN CHICOPEE

N 2° 33' 09" W 425.46'

NO ACCESS

STA. 69+04.46

AUX BASE LINE "X" TO L* 409.24'

R* 3300.00'

S 61° 17' 39" W 75.54'

STA. 64+30.95

MAIN BASELINE 65

N 1° 48' 15" W 1008.10'

N 61° 17' 39" E 257.24'

TOTAL DISTANCE * 589.15' ACCESS

341.91'

561° 17' 39" W

SEE SHEET 2

SEE SHEET 3

BEGINNING OF 1966 STATE HIGHWAY LAYOUT IN CHICOPEE

N 1° 34' 43" E 450.43'

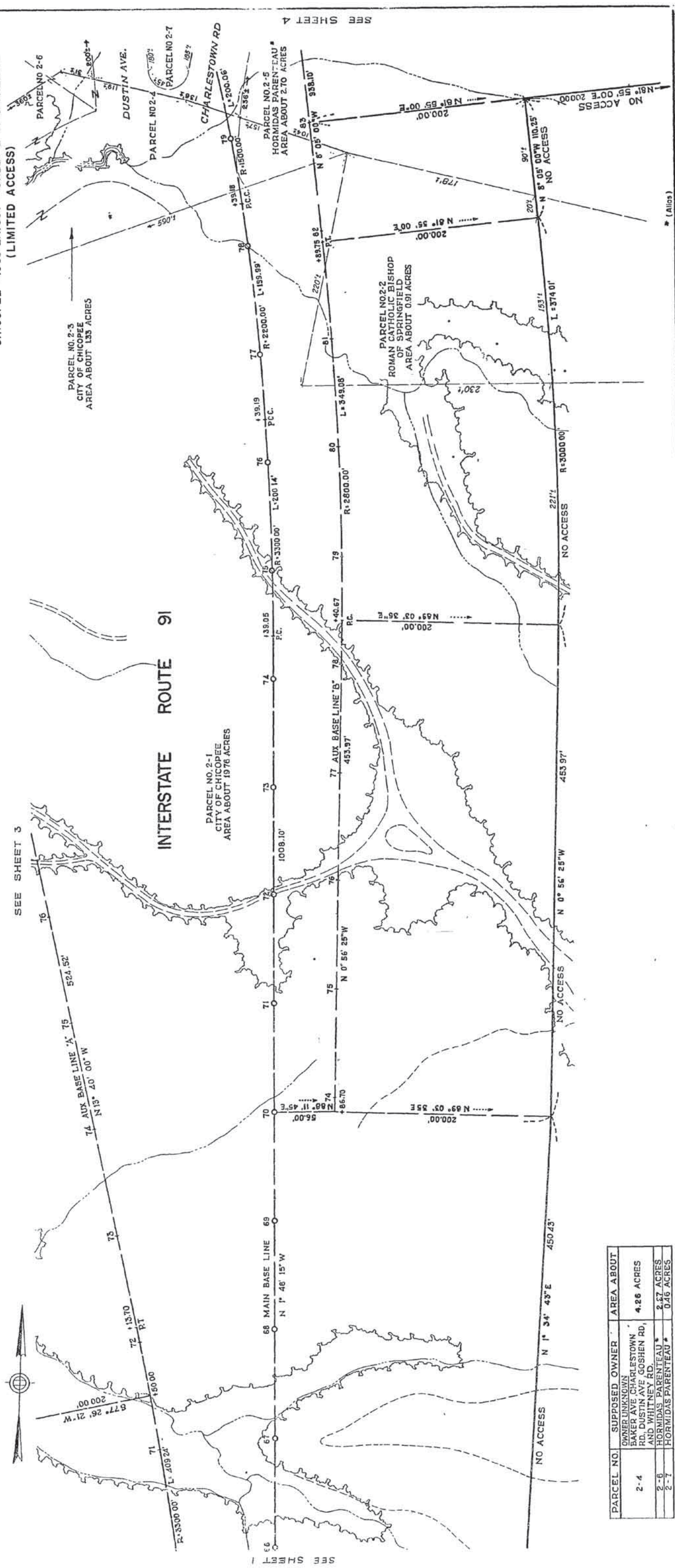
NO ACCESS

BEGINNING OF 1966 STATE HIGHWAY LAYOUT IN CHICOPEE

Location Lines of October 5, 1966 State Highway Layout in Springfield (L.O. N° 5617)

The Commonwealth of Massachusetts
 PLAN OF ROAD
 in the City of
CHICOPEE
 HAMPDEN COUNTY
 Laid out as a State Highway by the
 Department of Public Works
 December 21, 1986
 Scale, 80 feet to the inch
Donald W. P.E.
 Chief Engineer

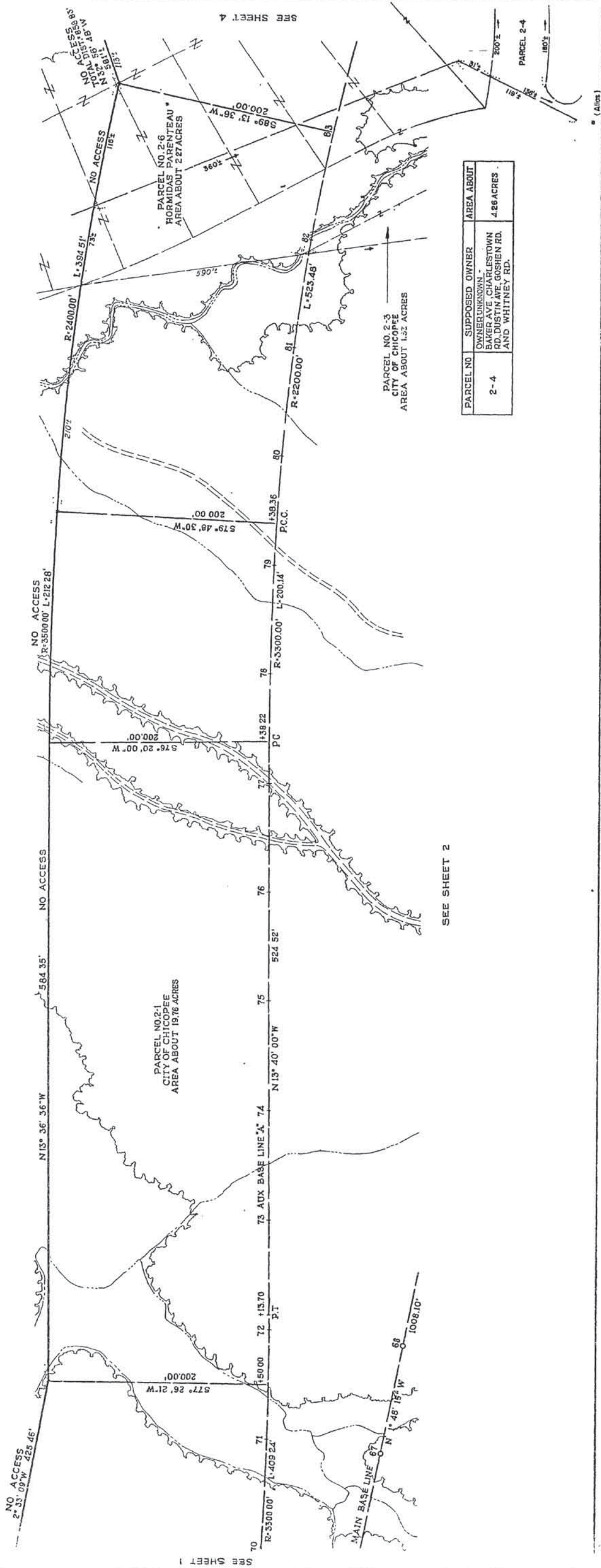
CHICOPEE - 1966 LAYOUT - SHEET 2 OF 6 SHEETS
(LIMITED ACCESS)



PARCEL NO.	SUPPOSED OWNER	AREA ABOUT
2-4	OWNER UNKNOWN BAKER AVE CHARLESTOWN RD, DUSTIN AVE GOSHEN RD, AND WHITNEY RD.	4.26 ACRES
2-6	HORMIDAS PARENTEAU *	2.67 ACRES
2-7	HORMIDAS PARENTEAU *	0.46 ACRES

* (Allies)

CHICOPEE - 1966 LAYOUT - SHEET 3 OF 6 SHEETS
(LIMITED ACCESS)

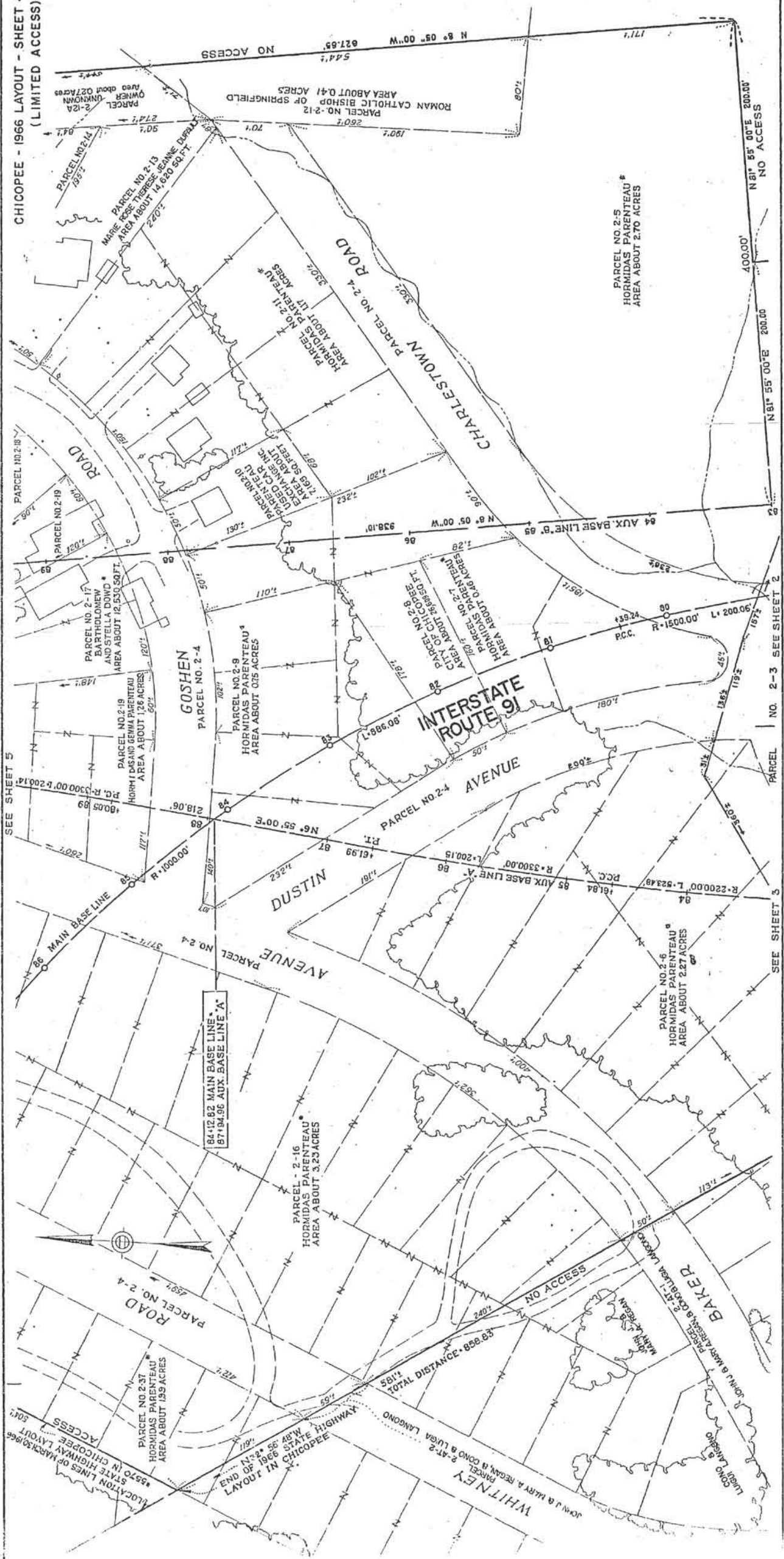


SEE SHEET 1

SEE SHEET 2

SEE SHEET 4

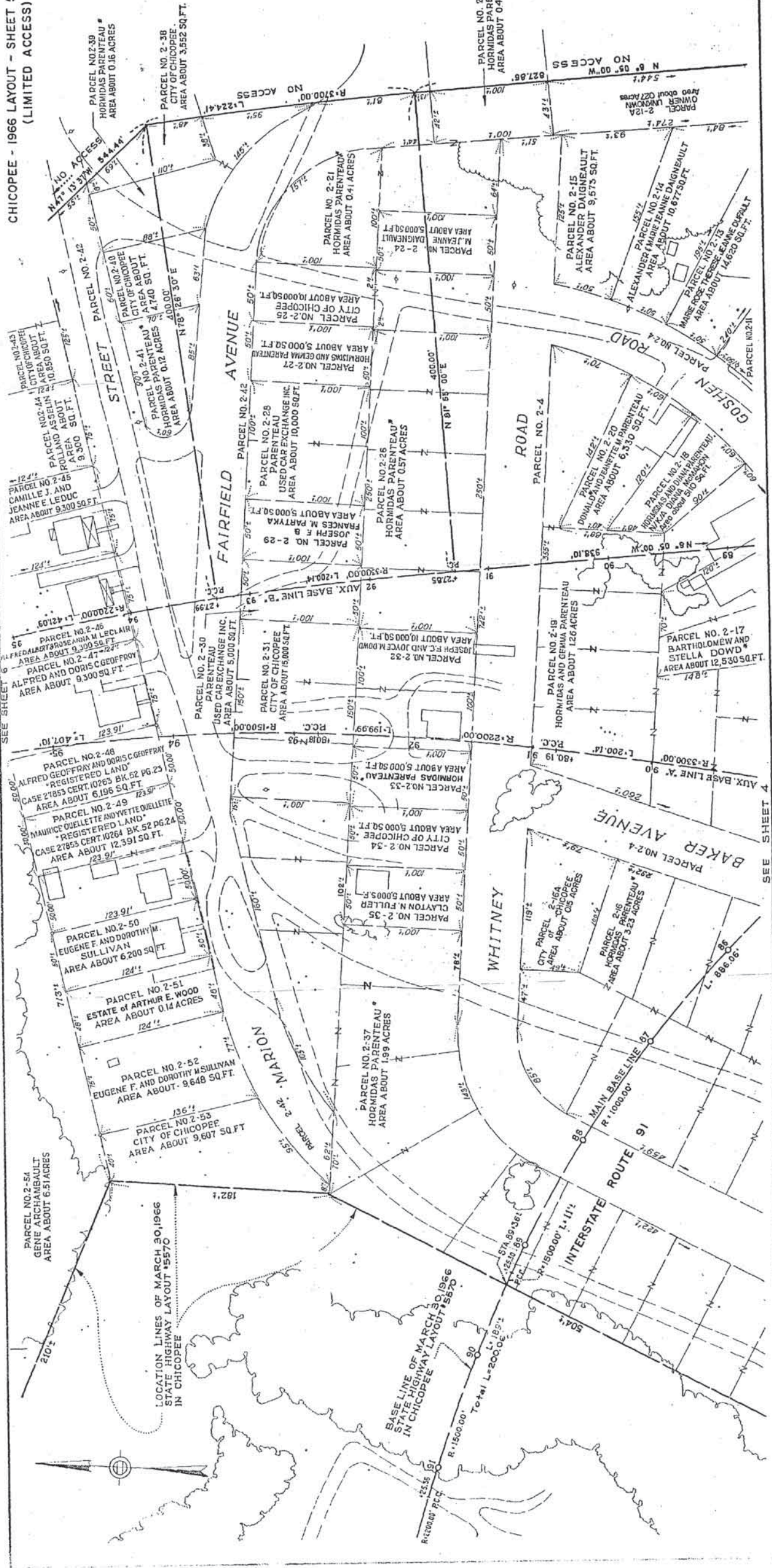
CHICOPEE - 1966 LAYOUT - SHEET 4 OF 6 SHEETS
(LIMITED ACCESS)



PARCEL NO.	SUPPOSED OWNER	AREA ABOUT
2-4	BAKER AVE. CHICPEE AND WHITNEY RD.	4.26 ACRES
2-14	ALEXANDER MARIE JEANNE DAIGNAULT	10.67 SQ FEET
2-16	HORMIDAS AND DIANA PARENTAU	5110 SQ FEET

(Alleg)

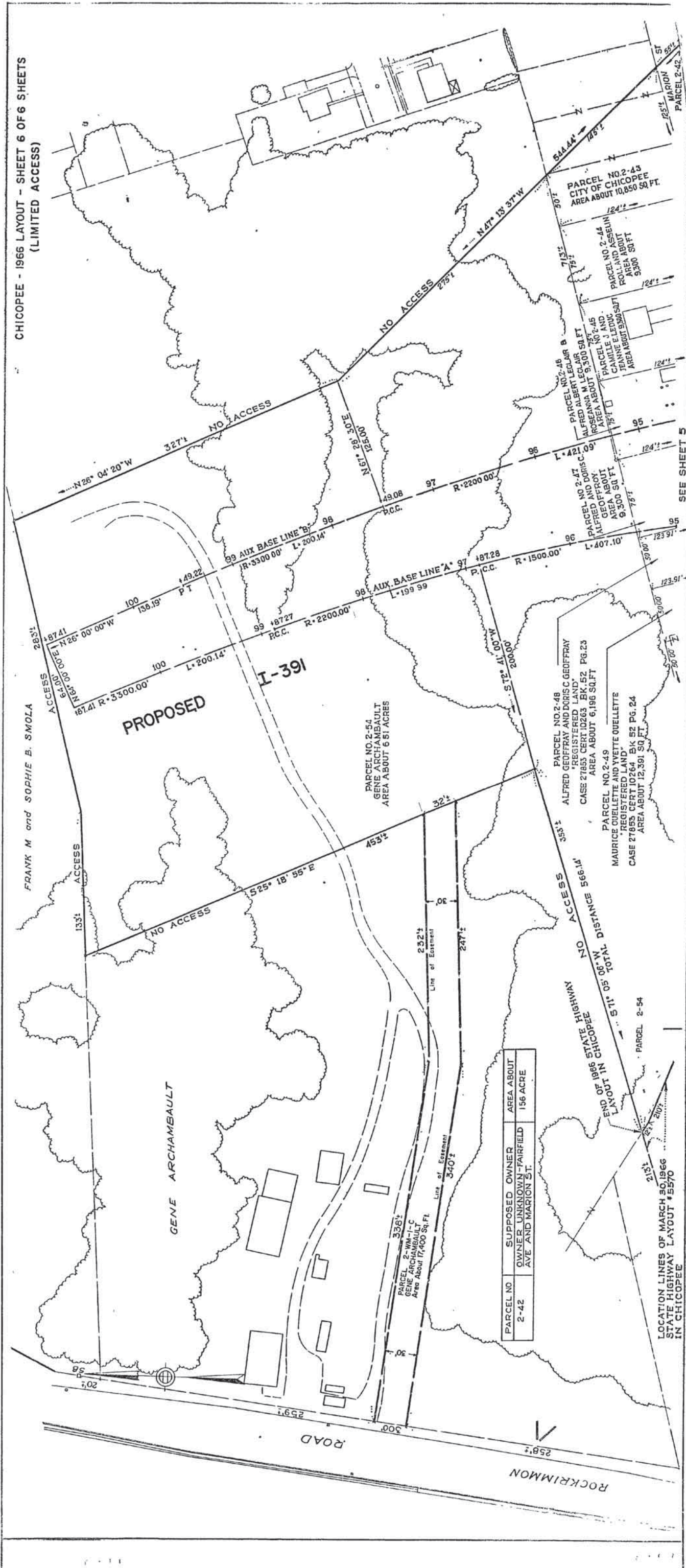
CHICOPEE - 1966 LAYOUT - SHEET 5 OF 6 SHEETS
(LIMITED ACCESS)



PARCEL NO.	OWNER	AREA ABOUT
2-4	OWNER UNKNOWN BAKER AVE. CHICPEE TOWNSHIP	4.26 ACRES
2-11	HORMIDAS PARENTEAU AND WHITNEY RD.	1.17 ACRES
2-42	OWNER UNKNOWN - FAIRFIELD AVE. AND MARION ST.	1.56 ACRES

(Allos)

CHICOPEE - 1966 LAYOUT - SHEET 6 OF 6 SHEETS
(LIMITED ACCESS)



SEE SHEET 5

LOCATION LINES OF MARCH 30 1966
STATE HIGHWAY LAYOUT #5570
IN CHICOPEE



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Chicopee L O 5609
& Order of Taking

December 21, 1966.

Edward G. Shea, Clerk
Hampden County Commissioners
Springfield, Massachusetts.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of December 21, 1966, alter the location of a section of State highway laid out in the City of Chicopee in the year 1962

A plan thereof and a certificate that said Department of Public Works ^{on new location with limited access provisions} has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith ~~/under/separate/cover/~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle

Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5609
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on April 13, 1962, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take a charge of, as a limited access State highway, a road in the City of Chicopee, County of Hampden.

The layout consists of establishing a State highway location, on new location, with limited access provisions, for a portion of interstate Route 91 beginning at the dividing line between the City of Springfield and the City of Chicopee, about 1000 feet northeasterly of Rockrimmon Road, as measured along said dividing line, and extending thence northwesterly about 0.47 miles to the easterly end of the March 30, 1966 State highway layout in Chicopee (L.O. No. 5570) on Interstate Route 91. Said layout also provides a location for a portion of proposed Interstate Route 391 and is more fully described as follows:

The main base line of location for the State highway hereby laid out begins at a point on the dividing line between the City of Springfield and the City of Chicopee, shown on plan as Station 64+30.95 and extends thence leaving said dividing line North 1° 48' 15" West, 1008.10 feet; thence by a curve to the left of 3300.00 feet radius, 200.14 feet; thence by another curve to the left of 2200.00 feet radius 199.99 feet; thence continuing by a series of curves to the left of 1500.00 feet radius 200.06 feet; of 1000.00 feet radius 886.06 feet; of 1500 feet radius about 11 feet to the point of ending thereof shown on plan as about

Station 89+36. The length of State highway hereby laid out is about 3500 feet.

An auxiliary base line "A" for the N-S Connector begins at a point on the dividing line between the City of Springfield and the City of Chicopee shown on plan as Station 68+04.46, said point bearing South $61^{\circ} 17' 39''$ West and being 75.54 feet distant from Station 64+30.95 of the main base line hereinbefore described and extends thence, leaving said dividing line northerly by a curve to the left of 3300.00 feet radius 409.24 feet; thence North $13^{\circ} 40' 00''$ West 524.52 feet; thence by a curve to the right of 3300.00 feet radius 200.14 feet; thence by a curve to the right of 2200.00 feet radius 523.48 feet; thence by a curve to the right of 3300.00 feet radius 200.15 feet; thence North $6^{\circ} 55' 00''$ East 218.06 feet; thence continuing by a series of curves to the left of 3300.00 feet radius, 200.14 feet, of 2200.00 feet radius 199.99 feet, of 1500.00 feet radius 407.10 feet, of 2200.00 feet radius 199.99 feet, and of 3300.00 feet radius 200.14 feet to the point of ending thereof, shown on plan as Station 100+87.41. NOTE: Station 84+12.82 of the main base line hereinbefore described is identical with Station 87+94.96 of said auxiliary base line "A".

An auxiliary base line "B" for the S-N Connector begins at a point shown on plan as Station 73+86.70, said point bearing North $88^{\circ} 11' 45''$ East and being 56.00 feet distant from Station 70 of the main base line hereinbefore described and extends thence North $0^{\circ} 56' 25''$ West 453.97 feet; thence by a curve to the left of 2800.00 feet radius 349.08 feet; thence North $8^{\circ} 05' 00''$ West 938.10 feet; thence by a curve to the left of 3300.00 feet radius 200.14 feet; thence by a curve to the left

of 2200.00 feet radius 421.09 feet; thence by a curve to the left of 3300.00 feet radius 200.14 feet; thence North $26^{\circ} 00' 00''$ West 138.19 feet to the point of ending thereof shown on plan as Station 100+87.41, said point bearing North $64^{\circ} 00' 00''$ East and being 64.00 feet distant from Station 100+87.41 of auxiliary base line "A" hereinbefore described.

The southwesterly location line of the State highway as hereby laid out begins at a point on the dividing line between the City of Springfield and the City of Chicopee, said point bearing South $61^{\circ} 17' 39''$ West and being 341.91 feet distant from Station 64+30.95 of the main base line hereinbefore described and extends thence, leaving said dividing line, North $2^{\circ} 33' 09''$ West 425.46 feet to a point bearing South $77^{\circ} 26' 21''$ West and 200.00 feet distant from Station 71+50.00 of auxiliary base line "A" hereinbefore described; thence North $13^{\circ} 36' 36''$ West 584.35 feet to a point bearing South $76^{\circ} 20' 00''$ West and 200.00 feet distant from Station 77+38.22 of said auxiliary base line "A"; thence by a curve to the right of 3500.00 feet radius 212.28 feet to a point bearing South $79^{\circ} 48' 30''$ West and 200.00 feet distant from Station 79+38.36 of said auxiliary base line "A"; thence by a curve to the right of 2400.00 feet radius 394.51 feet to a point bearing South $89^{\circ} 13' 36''$ West and 200.00 feet distant from Station 83 of said auxiliary base line "A"; thence North $32^{\circ} 56' 48''$ West about 581 feet to the point of ending thereof, said point marking the point of beginning of the southerly location line of the aforesaid March 30, 1966 State highway layout.

The northeasterly location line of the State highway hereby laid out begins at a point on the dividing line between the City of Springfield and the City of Chicopee, said point bearing North $61^{\circ} 17' 39''$ East and being

257.24 feet distant from Station 64+30.95 of the main base line hereinbefore described and extends thence, leaving said dividing line, North $1^{\circ} 34' 43''$ East 450.43 feet to a point bearing North $89^{\circ} 03' 35''$ East and 200.00 feet distant from Station 73+86.70 of auxiliary base line "B" hereinbefore described; thence North $0^{\circ} 56' 25''$ West 453.97 feet to a point bearing North $89^{\circ} 03' 35''$ East and 200.00 feet distant from Station 78+40.67 of said auxiliary base line "B"; thence by a curve to the left of 3000.00 feet radius 374.01 feet to a point bearing North $81^{\circ} 55' 00''$ East and 200.00 feet distant from Station 81+89.75 of said auxiliary base line "B"; thence North $8^{\circ} 05' 00''$ West 110.25 feet to a point bearing North $81^{\circ} 55' 00''$ East and 200.00 feet distant from Station 83 of said auxiliary base line "B"; thence North $81^{\circ} 55' 00''$ East 200.00 feet to a point bearing North $81^{\circ} 55' 00''$ East and 400.00 feet distant from said Station 83; thence North $8^{\circ} 05' 00''$ West 827.85 feet to a point bearing North $81^{\circ} 55' 00''$ East and 400.00 feet distant from Station 91+27.85 of said auxiliary base line "B"; thence by a curve to the left, tangent to the line back of 3700.00 feet radius 224.41 feet to a point bearing North $78^{\circ} 26' 30''$ East and 400.00 feet distant from Station 93+27.99 of said auxiliary base line "B"; thence North $47^{\circ} 13' 37''$ West 544.44 feet to a point bearing North $67^{\circ} 28' 30''$ East and 125.00 feet distant from Station 97+49.08 of said auxiliary base line "B"; thence North $26^{\circ} 04' 20''$ West about 327 feet to a point on the dividing line between land now or formerly of Gene Archambault and land now or formerly of Frank M. and Sophie B. Smola; thence following the said dividing line westerly in two courses, about 283 feet and about 133 feet respectively; thence leaving said dividing line South $25^{\circ} 18' 55''$ East about 453 feet

to a point bearing South $72^{\circ} 41' 00''$ West and 200.00 feet distant from Station 96+87.28 of the hereinbefore described auxiliary baseline "A"; thence South $71^{\circ} 05' 06''$ West about 353 feet to the point of ending thereof, on the northerly location line of the aforesaid March 30, 1966 State highway layout.

The southerly end of the State highway hereby laid out is defined by that portion of the dividing line between the cities of Springfield and Chicopee bearing North $61^{\circ} 17' 39''$ East and 599.15 feet in length extending between the points of beginning of the southwesterly and northeasterly location lines, hereinbefore described.

The location lines of the State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, where feasible, points of curvature and at the points of beginning thereof.

The right of access to and egress from said State highway location is limited being allowed across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed across the line defining the southerly end thereof for its entire length.
2. Free access to and egress from said location is allowed across that portion of the northeasterly location line defined by the dividing line between land now or formerly of Frank M. and Sophie B. Smola and land now or formerly of Gene Archambault.

The above mentioned access - egress items are indicated on the plan hereinafter referred to.

(continued to Page 5-A)

An easement is hereby taken on behalf of the City of Chicopee in the parcel of land hereinafter described as Parcel 2-WM-1-C, for the purpose of relocating a portion of a water main. Said easement consists of the right to enter upon said land at any time to construct thereon and to maintain and use said water main and necessary appurtenances thereto.

Parcel 2-WM-1-C. A parcel of land supposed to be owned by Gene Archambault adjoining the northeasterly location line of the State highway hereinbefore described between points thereon opposite and southwesterly from Stations 97+74 and 98+12 of auxiliary baseline "A" hereinbefore described, and bounded northeasterly by said State highway location about 32 feet; southerly in two courses by other land of said Archambault about 247 feet and about 340 feet; westerly by Rockrimmon Road 30.0 feet; and northerly in two courses by other land of said Archambault about 338 feet and about 232 feet; containing about 17400 square feet.

The location of the above described easement is more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances

(continued to Page 6)

for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 2-1 to 2-12 inclusive; 2-12A, 2-13, 2-14, 2-15, 2-16A, 2-17 to 2-21 inclusive, 2-24 to 2-35 inclusive and 2-37 to 2-54 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The rights of access to and egress from an existing public way via their existing rights of way are hereby taken from owners of land whose rights of access thereto and egress therefrom have become inoperative due to the limited access provisions of the State highway layout hereinbefore described. The locations where such rights are extinguished are indicated as Parcels 2-AT-1 and 2-AT-2 on the plan hereinafter referred to, and the supposed owners of said rights are set forth in the schedule hereinafter contained.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed

by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Laid out as a State Highway by the Department of Public Works December 21, 1966 Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinbefore referred to as Parcels 2-48 and 2-49, said land being registered in the Land Court at Boston (Land Court Case 27853) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
2-48	Alfred Geoffray and Doris C. Geoffray	52	23	10263
2-49	Maurice Ouellette and Yvette Ouellette	52	24	10264

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
2-1	City of Chicopee	19.76 Acres
2-2	Roman Catholic Bishop of Springfield	0.91 Acres
2-3	City of Chicopee	1.33 Acres
2-4	Owner Unknown (Whitney Rd., Goshen Rd., Charlestown Rd., Baker Ave., Dustin Ave.)	4.26 Acres

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
2-5	Hormisdas Parenteau o/k/a Hormidas Parenteau	2.70 Acres
2-6	Hormisdas Parenteau o/k/a Hormidas Parenteau	2.27 Acres
2-7	Hormisdas Parenteau o/k/a Hormidas Parenteau	0.46 Acres
2-8	City of Chicopee	26,609 S.F.
2-9	Hormisdas Parenteau o/k/a Hormidas Parenteau	0.75 Acres
2-10	Parenteau Used Car Exchange, Inc.	7,165 S.F.
2-11	Hormisdas Parenteau o/k/a Hormidas Parenteau	1.17 Acres
2-12	Roman Catholic Bishop of Springfield	0.41 Acres
2-12A	Owner Unknown	0.27 Acres
2-13	Marie Rose Therese Jeanne Dufault	14,620 S.F.
2-14	Alexander and Marie Jeanne Daigneault	10,677 S.F.
2-15	Alexander Daigneault	9,573 S.F.
2-16	Hormisdas Parenteau o/k/a Hormidas Parenteau	3.23 Acres
2-16A	City of Chicopee	0.15 Acres
2-17	Bartholomew Cornelius Dowd and Stella Mary Dowd o/k/a Bartholomew Dowd and Stella Dowd	12,530 S.F.
2-18	Hormisdas and Diana Parenteau n/k/a Diana McMahon	5,110 S.F.
2-19	Hormidas and Gemma Parenteau	1.26 Acres
2-20	Donald Parenteau and Jeannette M. Parenteau o/k/a Donald J. Parenteau, Donat Parenteau	6,330 S.F.
2-21	Hormisdas Parenteau o/k/a Hormidas Parenteau	0.41 Acres

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
2-24	M. Jeanne Daigneault	5,000 S.F.
2-25	City of Chicopee	10,000 S.F.
2-26	Hormisdas Parenteau o/k/a Hormidas Parenteau	0.57 Acres
2-27	Hormisdas and Gemma Parenteau	5,000 S.F.
2-28	Parenteau Used Car Exchange, Inc.	10,000 S.F.
2-29	Joseph F. and Frances M. Partyka	5,000 S.F.
2-30	Parenteau Used Car Exchange, Inc.	5,000 S.F.
2-31	City of Chicopee	15,000 S.F.
2-32	Joseph F.C. and Joyce M. Dowd	10,000 S.F.
2-33	Hormisdas Parenteau o/k/a Hormidas Parenteau	5,000 S.F.
2-34	City of Chicopee	5,000 S.F.
2-35	Clayton N. Fuller	5,000 S.F.
2-37	Hormisdas Parenteau o/k/a Hormidas Parenteau	1.99 Acres
2-38	City of Chicopee	3,552 S.F.
2-39	Hormisdas Parenteau o/k/a Hormidas Parenteau	0.16 Acres
2-40	City of Chicopee	4,740 S.F.
2-41	Hormisdas Parenteau o/k/a Hormidas Parenteau	0.12 Acres
2-42	Owner Unknown (Marion St., Fairfield Ave.)	1.56 Acres
2-43	City of Chicopee	10,850 S.F.
2-44	Rolland Asselin	9,300 S.F.
2-45	Camille J. and Jeanne E. Leduc	9,300 S.F.
2-46	Alfred Albert Leclair and Roseanna M. Leclair	9,300 S.F.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
2-47	Alfred and Doris C. Geoffroy	9,300 S. F.
2-48	Alfred Geoffray and Doris C. Geoffray	6,196 S. F.
2-49	Maurice Ouellette and Yvette Ouellette	12,391 S. F.
2-50	Eugene F. and Dorothy M. Sullivan	6,200 S. F.
2-51	Estate of Arthur E. Wood	0.14 Acres
2-52	Eugene F. and Dorothy M. Sullivan	9,648 S. F.
2-53	City of Chicopee	9,607 S. F.
2-54	Gene Archambault	6.51 Acres
2-AT-1	John J. and Mary A. Regan and Cono and Luigia Langono	
2-AT-2	John J. and Mary A. Regan and Cono and Luigia Langono	
2-WM-1-C	Gene Archambault	17400 S. F.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

VOTED: That said new or existing way as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-first day of December, 1966.

Edward F. Robb

Robert S. Foster DEPARTMENT

J. A. S.

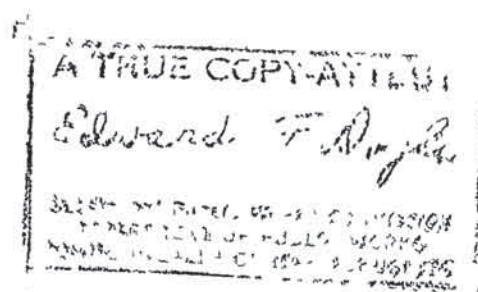
Anthony C. Fossella

OF

PUBLIC WORKS

Charles A. Bishop

John W. Mann



1966

Chicopee

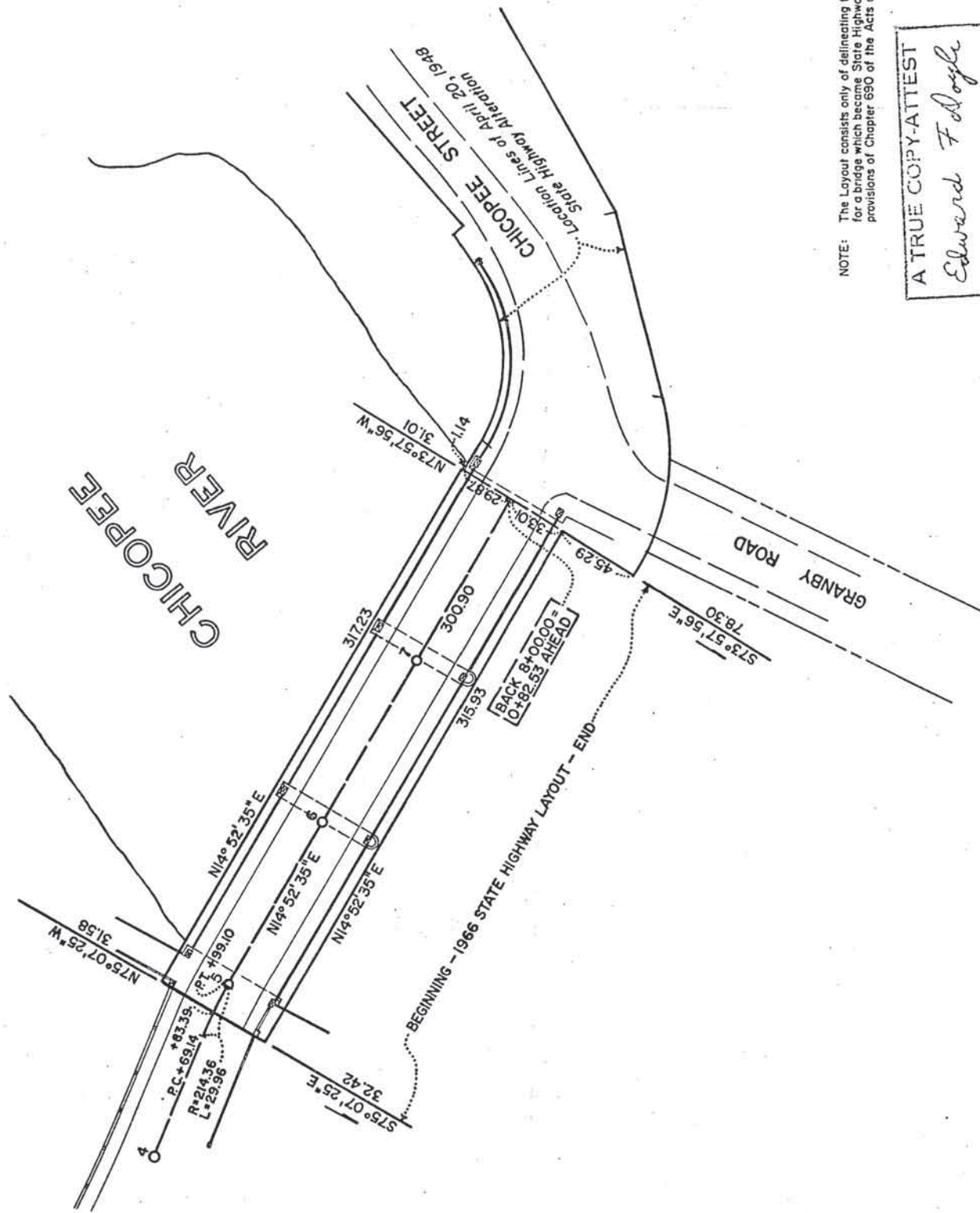


STATE HIGHWAY LAYOUT #5627
Davitt Bridge over Chicopee River

INDEXING

STATE HIGHWAY LAYOUT #5627

- Image Info SH54011 Chicopee
- Image Info SH54011 Chicopee River
- Image Info SH54011 Chicopee Street
- Image Info SH54011 Davitt Bridge
- Image Info SH54011 Granby Road



This certifies that the road shown on this plan was laid out and taken charge of as a State Highway by the Department of Public Works on November 30, 1966 in accordance with Chapter 81 of the General Laws

The Commonwealth of Massachusetts
PLAN OF ROAD
In the City of

CHICOPEE
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
NOVEMBER 30, 1966

Scale: 80 feet to the inch

Chief Engineer

Layout N° 5627

NOTE: The Layout consists only of delineating the location lines for a bridge which became State Highway under the provisions of Chapter 690 of the Acts of 1945.

A TRUE COPY-ATTEST

Edward F Doyle

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 02114

Chicopee
L O 5627

November 30, 1966

Edward G. Shea, Clerk
Hampden County Commissioners
Springfield, Massachusetts.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of November 30, 1966, laid out a section of State highway on Chicopee Street, and established State highway location lines for the Davitt Memorial Bridge over the Chicopee River, in the City of Chicopee.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said highway as altered in accordance with said plan, are sent you herewith - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle

Secretary.

encls.

1967

Chicopee



STATE LAYOUT PLAN #5704
I-391, from junction of I-91 to Center St.

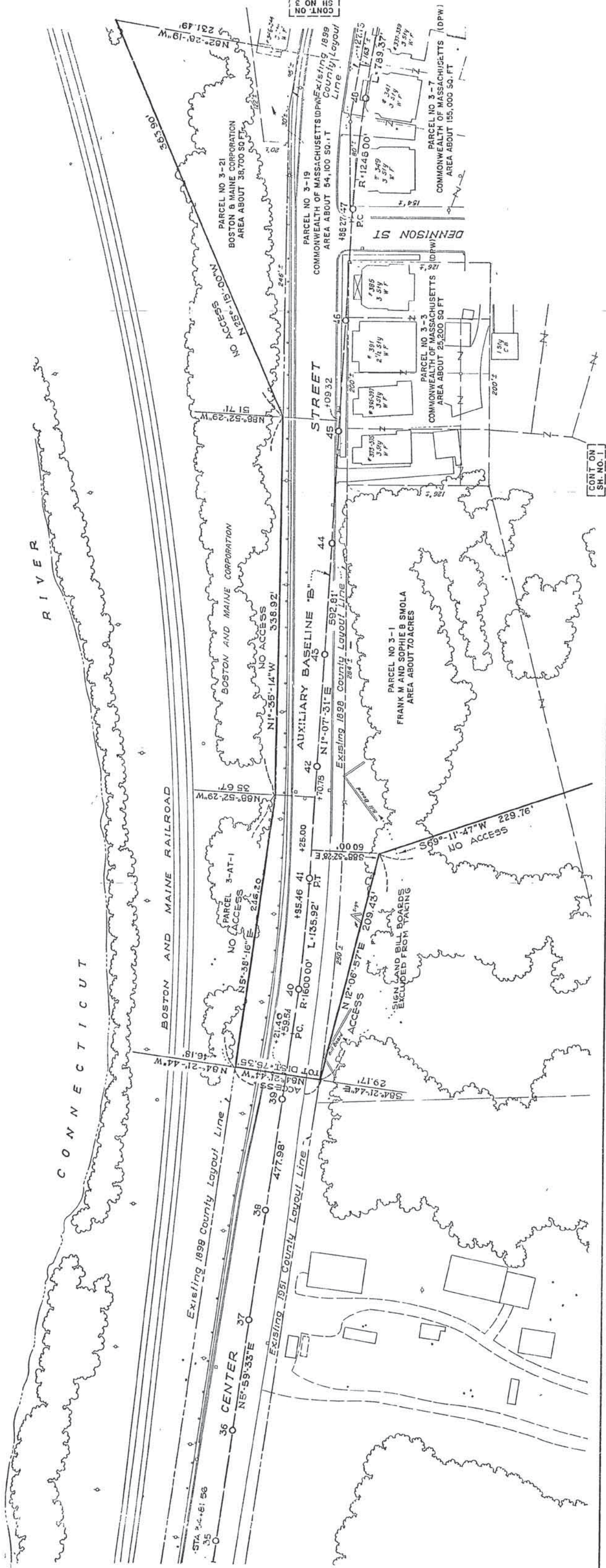
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 110 PAGE 86-88

INDEXING

STATE LAYOUT PLAN #5704

- Image Info SH54012 Chicopee
- Image Info SH54012 Beston Street
- Image Info SH54012 Center Street
- Image Info SH54012 I-391
- Image Info SH54012 I-91

CHICOPEE-1967 LAYOUT-SHEET, 2 OF 3 SHEETS
(LIMITED ACCESS)

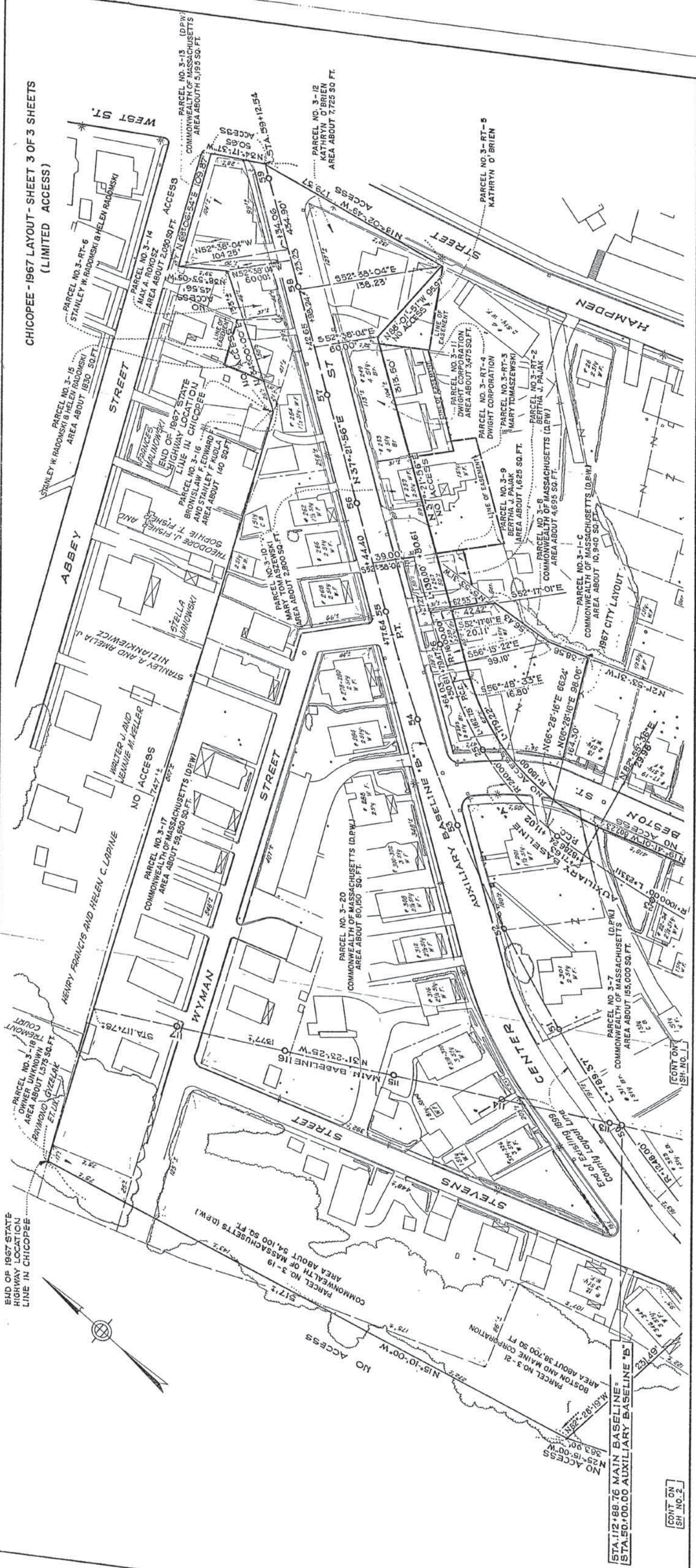


CONT. ON
SH. NO. 1

CONT. ON
SH. NO. 3

END OF 1967 STATE
HIGHWAY LOCATION
LINE IN CHICOPEE

CHICOPEE - 1967 LAYOUT - SHEET 3 OF 3 SHEETS
(LIMITED ACCESS)



CONT ON
SH NO. 2



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

L.O. 5704 &
Order of Taking
Chicopee

Sept. 12, 1967

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of Sept. 13, 1967, alter the location of a section of State highway laid out in the City of Chicopee in the year 1966.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway ^{with limited access provisions} as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE *Edl.*
Secretary.

~~REGISTERED MAIL.~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo00o---

Layout No. 5704
And Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on December 13, 1965, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the city of Chicopee, County of Hampden.

The layout consists of establishing a State highway location on new location, with limited access provisions, for a portion of Interstate Route 391 and begins at the northeasterly location line of the December 21, 1966 State highway layout (Layout No. 5609) in said city of Chicopee, at that portion of the location thereby established for a portion of said Interstate Route 391 and extends thence northerly about 0.32 miles to about 75 feet northerly of Wyman Street.

The main base line of location for the State highway hereby laid out begins at a point shown on plan as Station 100+87.41 said point bearing north $64^{\circ}00'00''$ east and being 32.00 feet distant from station 100+87.41 of auxiliary baseline "A" of said 1966 Layout No. 5609, and extends thence northwesterly by a curve to the left of 3332.00 feet radius, 313.46 feet; thence North $31^{\circ}23'25''$ west, about 1377 feet to the point of ending thereof, on the dividing line between land now or formerly of the Commonwealth of Massachusetts and land now or formerly of Henry Francis and Helen C. Lapine, said point being shown on plan as station 117+78. .

The length of the State highway hereby laid out is about 1690 feet.

An auxiliary baseline "A" begins at a point shown on plan as station 14+44.06, said point bearing North $58^{\circ}36'35''$ East and being 56.00 feet distant from station 104+44.06 of the main baseline hereinbefore described and extends thence northwesterly to northerly by a curve of 1400.00 feet radius, 290.54 feet;

thence North $19^{\circ}30'00''$ West, 420.15 feet; thence by a curve to the right of 1000.00 feet radius, 233.11 feet; thence by a curve to the right of 240.00 feet radius, 162.75 feet; thence by a curve to the right of 1600.00 feet radius, 130.00 feet to the point of ending thereof, shown on plan as station 26+80.61, said point bearing South $52^{\circ}38'04''$ East and being 39.00 feet distant from station 55+44.40 of the hereinafter described auxiliary baseline "B".

An auxiliary baseline "B" begins at a point on Center Street shown on plan as station 34+81.56 and extends thence North $5^{\circ}59'33''$ East, 477.98 feet; thence by a curve to the left of 1600.00 feet radius, 135.92 feet; thence North $1^{\circ}07'31''$ East, 592.81 feet; thence by a curve to the right of 1248.00 feet radius 789.37 feet; thence North $37^{\circ}21'56''$ East 434.90 feet to the point of ending thereof, shown on plan as station 59+12.54.

Station 50+00.00 of auxiliary baseline "B" is identical with station 112+88.76 of the main baseline hereinbefore described.

The easterly location line of the State highway as hereby laid out begins at a point on the northeasterly location line of the December 21, 1966, State highway layout in Chicopee (Layout number 5609) and extends thence, leaving said 1966 location line, North $26^{\circ}04'20''$ West about 18 feet to a point bearing North $64^{\circ}00'00''$ East and 150.27 feet distant from station 100+87.41 of said main baseline and extends thence North $35^{\circ}11'53''$ West, 473.90 feet to a point bearing North $62^{\circ}56'43''$ East and 43.52 feet distant from station 15+50.00 of auxiliary baseline "A" hereinbefore described; thence North $19^{\circ}41'01''$ West, 807.23 feet to a point bearing North $82^{\circ}55'36''$ East and 29.98 feet distant from station 23+71.63 of said auxiliary baseline "A"; thence in part crossing Boston Street by a curve to the right of 180.00 feet radius, 179.22 feet to a point bearing South $56^{\circ}48'33''$ East and 16.80 feet distant from station 25+64.03 of said auxiliary baseline "A"; thence North $37^{\circ}21'56''$ East, 313.50 feet to a point bearing South $52^{\circ}38'04''$ East and 60.00 feet distant from station 57+42.65 of auxiliary baseline "B" hereinbefore described; thence North $88^{\circ}01'51''$ West, 95.97 feet to a point bearing South $52^{\circ}38'04''$ East and being 138.23 feet distant

from station 57+98.24 of said auxiliary baseline "B"; thence North $13^{\circ}02'49''$ West, 179.37 feet to a point on said auxiliary baseline "B" at station 59+12.54 in the existing roadway, at the junction of Hampden and Center Street; thence North $34^{\circ}17'37''$ West, 50.65 feet; thence South $68^{\circ}06'54''$ West, 109.87 feet to a point bearing North $52^{\circ}38'04''$ West and 104.25 feet distant from station 58+34.06 of said auxiliary baseline "B"; thence, South $38^{\circ}53'05''$ East, 45.56 feet to a point bearing North $52^{\circ}38'04''$ West and 60.00 feet distant from station 58+23.23 of said auxiliary baseline "B"; thence, South $34^{\circ}00'00''$ West about 133 feet to the point of ending thereof, as shown on plan, said point being on the dividing line between land now or formerly of the Commonwealth of Massachusetts and land now or formerly of Bronislaw F., Edward F., and Stanley F. Kudla.

The westerly location line of the State highway hereby laid out begins at a point on the northeasterly location line of the December 21, 1966, State highway layout in Chicopee (Layout number 5609) and extends thence, leaving said 1966 location line, North $25^{\circ}18'55''$ West about 307 feet to a point bearing South $58^{\circ}36'35''$ West and 224.82 feet distant from station 105+00.00 of the main baseline hereinbefore described; thence, South $69^{\circ}11'47''$ West, 229.76 feet to a point bearing South $88^{\circ}52'28''$ East and 60.00 feet distant from station 41+25.00 of auxiliary baseline "B" hereinbefore described; thence, South $12^{\circ}06'57''$ West, 209.43 feet to a point on the existing street line on the easterly side of Center Street bearing South $84^{\circ}21'44''$ East and 29.17 feet distant from station 39+21.40 of said auxiliary baseline "B"; thence crossing said street North $84^{\circ}21'44''$ West 75.35 feet to a point on the existing street line on the westerly side of said street bearing North $84^{\circ}21'44''$ West and 46.18 feet distant from said station 39+21.40; thence following said street line, North $5^{\circ}38'16''$ East, 246.20 feet to a point bearing North $88^{\circ}52'29''$ West and 35.67 feet distant from station 41+70.78 of said auxiliary baseline "B"; thence North $1^{\circ}35'14''$ West 338.92 feet to a point bearing North $88^{\circ}52'29''$ West and 51.71 feet distant from station 45+09.32 of said auxiliary baseline "B"; thence leaving said street line

and extending North $25^{\circ}15'00''$ West, 383.90 feet to a point bearing North $82^{\circ}28'19''$ West and 231.49 feet distant from station 48+27.73 of said auxiliary baseline "B"; thence North $15^{\circ}10'00''$ West, about 517 feet to the point of ending thereof, as shown on plan, said point being on the dividing line between land of an owner unknown and land now or formerly of Raymond Gyzelak.

The northerly end of the State highway hereby laid out is defined by a line extending between the points of ending of the westerly and easterly location lines hereinbefore described and being about 747 feet in length; said line also being the line defining the northerly boundary of parcels 3-17 and 3-18 as shown on the plan hereinafter referred to.

The location lines of the State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of ending thereof, if feasible.

The right of access to and egress from said State highway location is limited, being allowed across the location lines thereof, hereinbefore described, only as follows:

Free access to and egress from said location is allowed:

- a. Across that portion of the easterly location line extending between a point thereon bearing South $52^{\circ}38'04''$ East and 138.23 feet distant from station 57+98.24 of the hereinbefore described auxiliary baseline "B" and a point thereon bearing North $52^{\circ}38'04''$ West and 104.25 feet distant from station 58+34.06 of said auxiliary baseline "B".
- b. Across that portion of the westerly location line extending between a point thereon bearing South $88^{\circ}52'28''$ East and 60.00 feet distant from station 41+25.00 of the hereinbefore described auxiliary baseline "B" and a point thereon bearing North $84^{\circ}21'44''$ West and 46.18 feet distant from station 39+21.40 of said auxiliary baseline "B".

The above described access-egress items are indicated on the plan hereinafter referred to.

In connection with the laying out of the State highway in the location hereinbefore described, it is necessary to layout a section of highway on behalf of the City of Chicopee, and said section of highway, is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and is described as follows:

The section of highway hereby laid out on behalf of the City of Chicopee establishes a location for a turn-around on the easterly side of Boston Street, and adjoins the easterly location line of the State highway, hereinbefore described, and is bounded by said street and State highway locations and by a line described as follows:

Beginning at a point on the existing easterly street line of Boston Street bearing North $66^{\circ}28'16''$ East and 66.24 feet distant from station 24+11.02 of the hereinbefore described auxiliary baseline "A" and extending thence, leaving said street line, North $66^{\circ}28'16''$ East, 98.06 feet to a point bearing North $66^{\circ}28'16''$ East and 164.30 feet distant from said station 24+11.02; thence North $21^{\circ}53'31''$ West 38.56 feet to a point bearing South $56^{\circ}15'22''$ East and 99.10 feet distant from station 25+79.47 of said auxiliary baseline "A"; thence North $5^{\circ}53'31''$ West 56.43 feet to a point bearing South $52^{\circ}17'01''$ East and 62.53 feet distant from station 26+27.27 of said auxiliary baseline "A"; thence North $52^{\circ}17'01''$ West 42.42 feet to the point of ending thereof, on said easterly State highway location line, said point bearing South $52^{\circ}17'01''$ East and being 20.11 feet distant from said station 26+27.27.

The location line of the section of highway hereby laid out on behalf of the City of Chicopee is to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

Easements are hereby taken in the parcels of land, hereinafter described as parcels 3-R-1 to 3-R-3 inclusive. Said easements are hereby taken under the provisions of Chapter 448 of the Acts of 1948, in behalf of owners of land whose

right of access thereto and egress therefrom would otherwise become in-operative due to the limited access provisions of the State highway layout hereinbefore described. Said easements consists of the right to enter upon said land at any time and to construct thereon and to maintain and use a roadway and necessary utilities. Parcels 3-R-1 to 3-R-3 inclusive, together, comprise a strip of land 30 feet in width adjoining the easterly location line of the State highway, laid out as hereinbefore described, between land now or formerly of John S. and Rose Nowak and Boston Street.

Parcel 3-R-1

A parcel of land supposed to be owned by Roger J. and Karen M. Morin the aforesaid rights therein being hereby taken in behalf of Joseph and Emily Augustyn, Max Rokosz, and John S. and Rose Nowak, bounded westerly by said State highway location about 22 feet; northwesterly by Boston Street about 40 feet; easterly by other land of said Morin about 58 feet; and southerly by land now or formerly of Joseph and Emily Augustyn about 30 feet; containing about 1200 square feet.

Parcel 3-R-2

A parcel of land supposed to be owned by Joseph and Emily Augustyn, the aforesaid rights therein being hereby taken in behalf of Max Rokosz, and John S. and Rose Nowak bounded westerly by said State highway location about 50 feet; northerly by land now or formerly of Roger J. and Karen M. Morin about 30 feet; easterly by other land of said Augustyn about 50 feet; and southerly by land now or formerly of Max Rokosz about 30 feet; containing about 1500 square feet.

Parcel 3-R-3

A parcel of land supposed to be owned by Max Rokosz, the aforesaid rights therein being hereby taken in behalf of John S. and Rose Nowak, bounded westerly by said State highway location about 99 feet; northerly by land now or formerly of Joseph and Emily Augustyn about 30 feet; easterly by other land of said Rokosz about 99 feet; and southerly by land now or formerly of John S.

and Rose Nowak about 30 feet; containing about 2970 square feet.

Easements are hereby taken in the Parcels of land hereinafter described as parcels 3-RT-1 to 3-RT-6 inclusive, for the purpose of removing or demolishing structures or portions of structures which are located partly within the limits of the State highway location hereinbefore described, or wholly without the limits of said State highway location. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are taken shall have been accomplished. Said easements consists of the right to enter upon said land at any time during the effective period of the easements and to remove and/or demolish structures or portions of structures now located upon said land.

Parcel 3-RT-1

A parcel of land supposed to be owned by Joseph and Emily Augustyn adjoining the hereinbefore described easterly State highway location line, bounded by said location line and by the line connecting the following points: about opposite station 18+09 of the hereinbefore described auxiliary baseline "A" and on said location line; about opposite Station 18+12 of said auxiliary baseline "A" and about 65 feet from said location line; about opposite station 18+62 of said auxiliary baseline "A" and about 65 feet from said location line; and about opposite station 18+59 of said auxiliary baseline "A" and on said location line.

Parcel 3-RT-2

A parcel of land supposed to be owned by Bertha J. Pajak adjoining the hereinbefore described easterly State highway location line, bounded by said location line and by the line connecting the following points: about opposite Station 26+30 of the hereinbefore described auxiliary baseline "A" and on said location line; about opposite said Station 26+30 and about 25 feet from said location line; about opposite Station 26+80 of said auxiliary baseline "A" and about 25 feet from said location line; and about opposite said Station 26+80 and on said location line.

Parcel 3-RT-3

A parcel of land supposed to be owned by Mary Tomaszewski adjoining the hereinbefore described easterly State highway location line, bounded by said location line and by the line connecting the following points: about opposite station 55+45 of the hereinbefore described auxiliary baseline "B" and on said location line; about opposite said Station 55+45 and about 67 feet from said location line; about opposite Station 56+42 of said auxiliary baseline "B" and about 67 feet from said location line; about opposite said Station 56+42 and about 38 feet from said location line; about opposite Station 56+34 of said auxiliary baseline "B" and about 38 feet from said location line; and about opposite said Station 56+34 and on said location line.

Parcel 3-RT-4

A parcel of land supposed to be owned by the Dwight Corporation adjoining the hereinbefore described easterly State highway location line, bounded by said location line and by the line connecting the following points: about opposite Station 56+34 of the hereinbefore described auxiliary baseline "B" and on said location line; about opposite said Station 56+34 and about 38 feet from said location line; about opposite Station 57+25 of said auxiliary baseline "B" and about 42 feet from said location line; and about opposite Station 57+38 of said auxiliary baseline "B" and on said location line.

Parcel 3-RT-5

A parcel of land supposed to be owned by Kathryn O'Brien adjoining the hereinbefore described easterly State highway location line, bounded by said location line and by the line connecting the following points: about opposite Station 57+38 of said auxiliary baseline "B" and on said location line; about opposite Station 57+25 of said auxiliary baseline "B" and about 42 feet from said location line; about opposite Station 57+98 of said auxiliary baseline "B" and on said location line.

Parcel 3-TT-6

A parcel of land supposed to be owned by Stanley W. and Helen Radomski adjoining the hereinbefore described easterly State highway location line, bounded by said location line and by the line connecting the following points: about opposite Station 57+76 of the hereinbefore described auxiliary baseline "B" and on said location line; about opposite Station 57+78 of said auxiliary baseline "B" and about 8 feet from said location line; about opposite Station 57+11 of said auxiliary baseline "B" and about 32 feet from said location line; and about opposite Station 57+21 of said auxiliary baseline "B" and on said location line.

Easements are hereby taken in the parcels of land hereinafter described as parcels 3-TS-1 and 3-TS-3 inclusive for the purpose of constructing slopes of excavation or embankment, and consist of the right to enter upon said land at any time during the effective period of the easements and to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until four years from the date of this instrument.

Parcel 3-TS-1. A parcel of land supposed to be owned by Max Rokosz, adjoining the hereinbefore described easterly State highway location line, bounded by said location line and by the line connecting the following points: about opposite station 17+08 of the hereinbefore described auxiliary baseline "A" and on said location line; about opposite station 17+10 of said auxiliary baseline "A" and about 50 feet from said location line; about opposite station 18+11 of said auxiliary baseline "A" and about 50 feet from said location line; and about opposite station 18+09 of said auxiliary baseline "A" and on said location line.

Parcel 3-TS-2 is identical with Parcel 3-TT-1 hereinbefore described.

Parcel 3-TS-3. A parcel of land supposed to be owned by Roger J. Morin and Karon M. Morin, adjoining the hereinbefore described easterly State highway location line; bounded by said location line and by the line connecting the following points: about opposite station 18+59 of the hereinbefore described auxiliary

baseline "A" and on said location line; about opposite station 18+61 of said auxiliary baseline "A" and about 42 feet from said location line; about opposite station 19+31 of said auxiliary baseline "A" and about 42 feet from said location line; and about opposite station 18+81 of said auxiliary baseline "A" and on said location line.

The locations of the above described parcels for easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, wires, lines, cables and other appurtenances for the conveyance of electricity and telephone communication and the signs and/or billboards located on Parcel 3-1), situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 3-1 to 3-21 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The right of access to and egress from an existing public way is hereby taken from an owner of land abutting Center Street in the location shown as Parcel 3-AT-1 on the plan hereinafter referred to, the supposed owner of said land being set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the the section of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcel 3-1-C, shown on the plan hereinafter referred to, including all trees and structures located thereon, (not, however, including poles, towers, wires, lines cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The State highway hereby laid out, the Section of City highway hereby laid out and the aforesaid takings are shown on a plan, signed by Daniel S. Horgan, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County laid out as a State highway by the Department of Public Works, September 13, 1967 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
3-1	Frank M. and Sophie B. Smola	7.0 Acres
3-2	John S. and Rose Nowak	6475 s.f
3-3	Commonwealth of Massachusetts (D.P.W.)	25,200 s.f.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNERS</u>	<u>AREA</u>
3-4	Max Rokosz	1715 s. f.
3-5	Joseph and Emily Augustyn	600 s. f.
3-6	Roger J. Morin and Karen H. Morin	165 s. f.
3-7	Commonwealth of Massachusetts (D.P.W.)	155,000 s. f.
3-8	Commonwealth of Massachusetts (D.P.W.)	4695 s. f.
3-9	Bertha J. Pajak	1625 s. f.
3-10	Mary Tomaszewski	2800 s. f.
3-11	Dwight Corporation	3475 s. f.
3-12	Kathryn O'Brien	7725 s.f.
3-13	Commonwealth of Massachusetts(D. P. W.)	5195 s. f.
3-14	Max A. Rokosz	2050 s. f.
3-15	Stanley W. Radomski and Helen Radomski	1830 s. f.
3-16	Bronislaw F., Edward F. and Stanley F. Kudla	140 s. f.
3-17	Commonwealth of Massachusetts (D.P. W.)	59,650. s. f.
3-18	Owner Unknown	1575 s. f.
3-19	Commonwealth of Massachusetts (D.P.W.)	54,100 s. f.
3-20	Commonwealth of Massachusetts (D.P.W.)	80,150 s. f.
3-21	Boston and Maine Corporation	38,700 s.f.
3-AT-1	Boston and Maine Corporation	
3-1-C	Commonwealth of Massachusetts (D.P.W.)	10,940 s.f.
3-R-1	Roger J. Morin and Karen M. Morin	1200 s.f.
3-R-2	Joseph and Emily Augustyn	1500 s. f.
3-R-3	Max Rokosz	2970 s. f.
3-RT-1	Joseph and Emily Augustyn	
3-RT-2	Bertha J. Pajak	
3-RT-3	Mary Tomaszewski	
3-RT-4	Dwight Corporation	
3 -RT-5	Kathryn O'Brien	
3-RT-6	Stanley W. Radomski and Helen Radomski	
3-TS-1	Max Rokosz	

<u>PARCEL NO.</u>	<u>SUPPOSED OWNERS</u>	<u>AREA</u>
3-TS-2	Joseph and Emily Augustyn	
3-TS-3	Roger J. Morin and Karen M. Morin	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

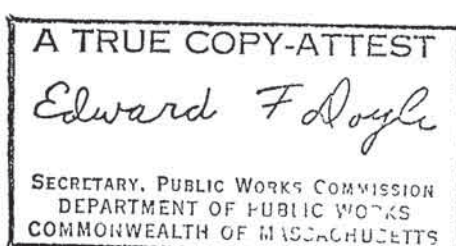
Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said Way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out said section of City Way in accordance with said plan.

Dated at Boston this thirteenth day of September, 1967.

A.G.S.



/s/ Edward J. Ribbs

DEPARTMENT

OF

/s/ John D. Warner

PUBLIC WORKS

/s/ Peter E. Donadio

1968

Chicopee



STATE LAYOUT PLAN #5773
Center St., widening of west line near easement

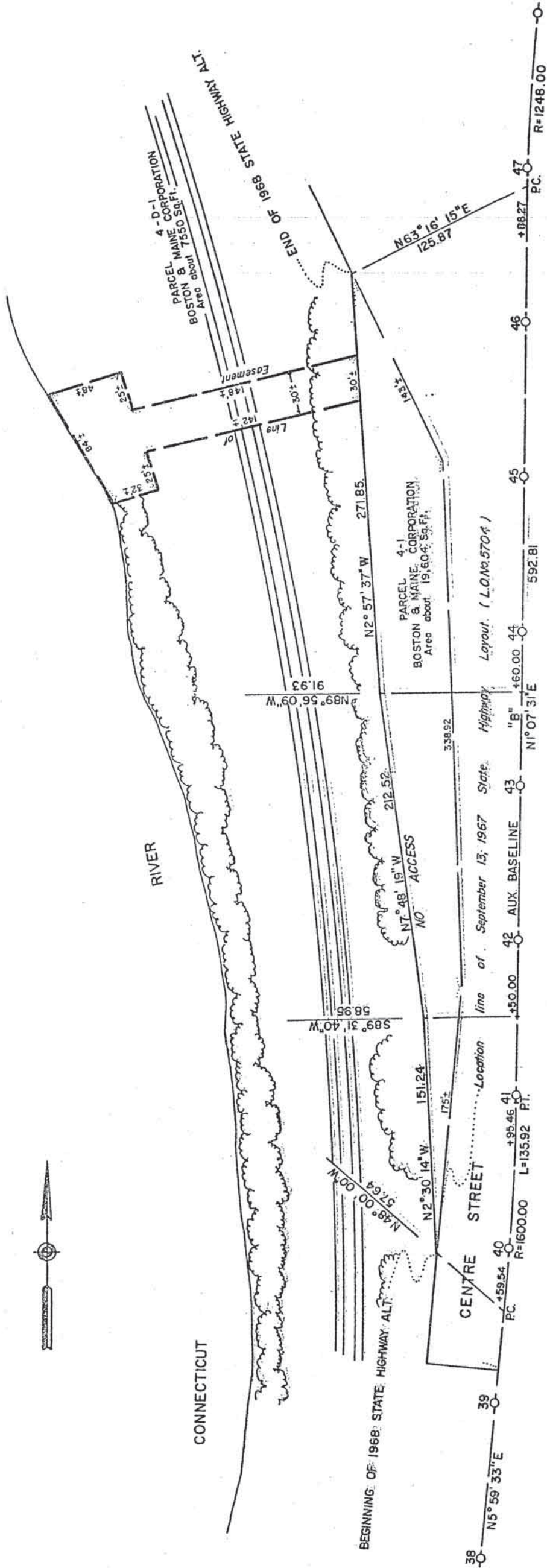
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 114 PAGE 99(A)

INDEXING

STATE LAYOUT PLAN #5773

- Image Info SH54013 Center Street
- Image Info SH54013 Centre Street
- Image Info SH54013 Chicopee

CHICOPEE - 1968 ALTERATION - ONE SHEET
LAYOUT N° 5773



A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

ROUTE

INTERSTATE

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on September 4, 1968 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.



Robert S. Foster
Charles B. Foster
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
CHICOPEE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
SEPTEMBER 4, 1968
Scale: 80 feet to the inch
Edward F. Doyle
Chief Engineer



Chicopee
L.O. No. 5773 &
Order of Taking

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

September 4, 1968

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of September 4, 1968, alter the location of a section of State highway laid out in the City of Chicopee, in the year 1967.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith ~~-/under/separate/covers-~~ for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Secretary.

Registered Mail.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5773
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of September 13, 1967 (Layout #5704), lay out and take charge of as a limited access State highway, a road in the City of Chicopee, County of Hampden, being known as Interstate Route 391, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the City Clerk of said City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the westerly location line of said State highway;

Now, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway, as altered, with limited access provisions, as hereinafter described.

The alteration consists of widening, with limited access provisions, a portion of the aforesaid State highway location, on the westerly side thereof, at Center Street, being more fully described as follows:

The stations hereinafter referred to are points on auxiliary baseline "B" of the aforesaid 1967 State highway layout.

The westerly location line of the State highway as hereby altered and laid out begins at a point on the westerly location line of ^{said} 1967

State highway layout, said point bearing North $48^{\circ}00'00''$ West and being 57.64 feet distant from Station 39+59.54, and extends thence, leaving said location line North $2^{\circ}30'14''$ West 151.24 feet to a point bearing South $89^{\circ}31'40''$ West and 58.95 feet distant from Station 41+50.00; thence North $7^{\circ}48'19''$ West 212.52 feet to a point bearing North $89^{\circ}56'09''$ West and 91.93 feet distant from Station 43+60.00; thence North $2^{\circ}57'37''$ West, 271.85 feet to the point of ending thereof, again on the westerly location line of the aforesaid 1967 State highway layout, said point bearing South $63^{\circ}16'15''$ West and being 125.87 feet distant from Station 46+88.27.

The location line of the State highway hereby altered and laid out is to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

The right of access to and egress from said State highway location is limited and neither access thereto nor egress therefrom is allowed across the location line of the State highway altered and laid out as hereinbefore described for its entire length.

The access-egress restrictions imposed by the aforesaid 1967 State highway layout are hereby voided insofar as applicable to that portion of the westerly location line thereof between the points of beginning and ending of the location line altered and laid out as hereinbefore described.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 4-D-1 for the purpose of draining the aforesaid State highway location; and consists of the right to enter upon said land at any time to construct thereon and to maintain and use drainage structures and/or ditches together with the right to discharge surface water upon said land.

Parcel 4-D-1 A parcel of land supposed to be owned by the Boston and Maine Corporation adjoining the westerly location line of the State highway alteration hereinbefore described, bounded by said location line and by the line connecting the following points:
opposite Station 45+48 and on said location line;
opposite Station 45+12 and 244 feet distant therefrom;
opposite Station 44+88 and 236 feet distant therefrom;
opposite 44+80 and 266 feet distant therefrom;
opposite Station 45+50 and 308 feet distant therefrom;
opposite Station 45+64 and 262 feet distant therefrom;
opposite Station 45+40 and 252 feet distant therefrom; and
opposite Station 45+80 and on said location line; containing about 7550 square feet.

The location of the above described easement is more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, the supposed owner of Parcel 4-1, shown on the plan hereinafter referred to being hereinafter set forth, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for

telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Altered and Laid out as a State Highway by the Department of Public Works September 4, 1968 Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the Boston and Maine Corporation in its property by reason of the aforesaid taking of Parcel 4-1 containing about 19604 square feet and of Parcel 4-D-1 containing about 7550 square feet, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

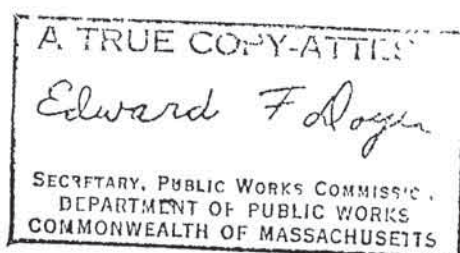
It is therefore

Voted: That said way, as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority

of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fourth day of September, 1968.

	_____	Department
	_____	of
A.G.S.	/s/ <u>Peter E. Donadio</u>	Public Works
	/s/ <u>Robert S. Foster</u>	
	/s/ <u>Charles A. Bisbee, Jr.</u>	



1972

Chicopee



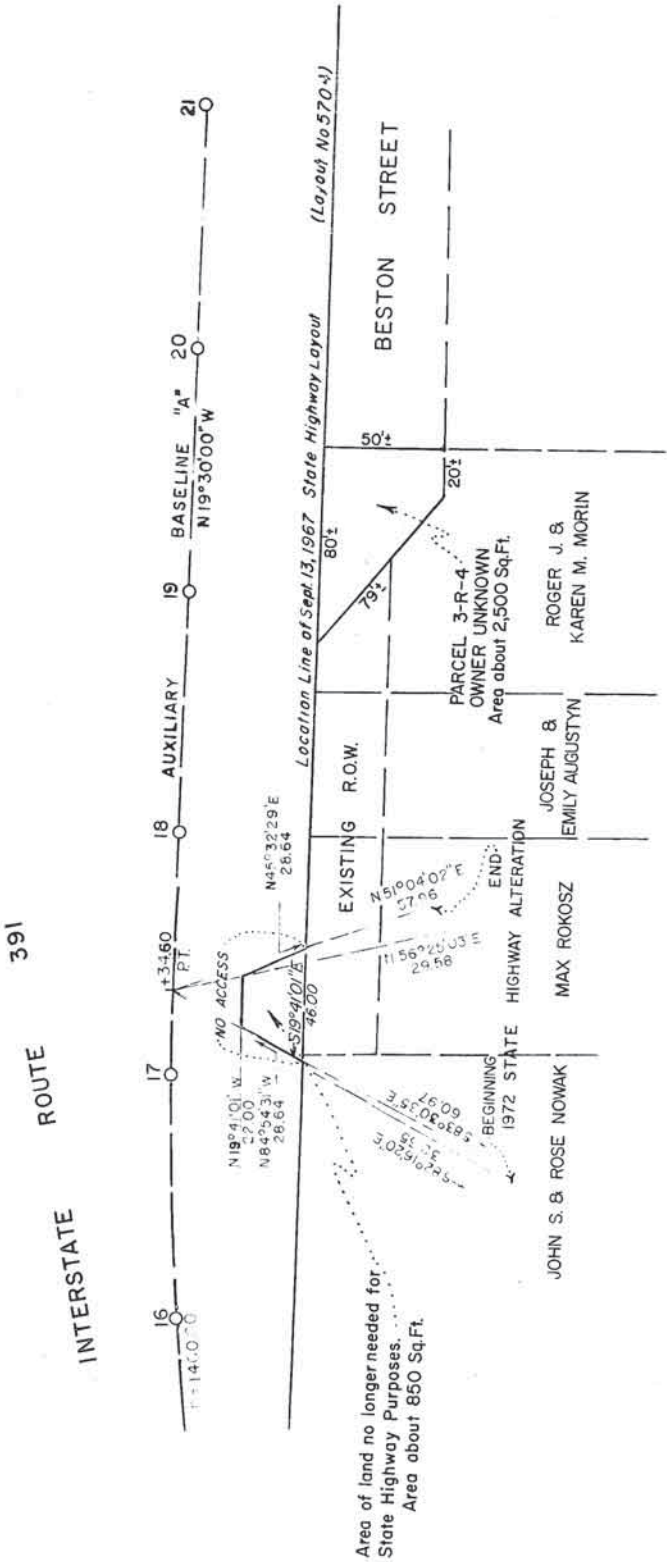
STATE LAYOUT PLAN #5863
I-391, easterly line near Beston St.,
portion of layout 5704 not required

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 139 PAGE 68

INDEXING

STATE LAYOUT PLAN #5863

- Image Info SH54014 Chicopee
- Image Info SH54014 Beston Street
- Image Info SH54014 I-391



A TRUE COPY-ATTEST
Edward F. Doyle
REGISTERED PUBLIC WORKS COMMISSIONER
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of by the Department of Public Works on OCTOBER 25, 1972 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 597 of the Acts of 1943

John Campbell
John Campbell
John Campbell

Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
CHICOPEE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
OCTOBER 25, 1972
Scale: 40 feet to the inch
Robert T. Truitt
Acting Chief Engineer

Layout No 5863

NOTE: The alteration consists of revising the easterly location line of the State Highway to conform to certain boundaries of an area of land no longer needed for State Highway purposes.



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

November 7, 1972

To County Comm.

Chicopee
L.O. No. 5863 &
Order of Taking

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of October 25, 1972, alter the location of a section of State highway laid out in the City of Chicopee in the year 1967.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
Edl.

EDWARD F. DOYLE

Secretary.

~~RECEIVED/MAAY/~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

-----ooOoo-----

Layout No. 5863
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of September 13, 1967 (Layout No. 5704), layout and take charge of as a limited access State highway a road in the City of Chicopee County of Hampden, being known as Interstate Route 391 as shown on plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the easterly location line of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered as hereinafter described, with limited access provisions.

The alteration consists of revising a portion of the easterly location line of the aforesaid State highway to conform to the southerly, westerly and northwesterly boundaries of a parcel of land, no longer needed for State highway purposes.

The baseline used for the alteration is auxiliary baseline "A" of the aforesaid State highway layout and the stations hereinafter referred to are points thereon.

The easterly location line of the State highway as hereby altered and laid out begins at a point on the easterly location line of the aforesaid State

highway layout, said point bearing South $83^{\circ}30'35''$ East and being 60.97 feet distant from station 17+34.60, and extends thence leaving said location line North $84^{\circ}54'31''$ West 28.64 feet to a point bearing South $82^{\circ}16'20''$ East and 32.35 feet distant from said station 17+34.60; thence North $19^{\circ}41'01''$ West 22.00 feet to a point bearing North $56^{\circ}25'03''$ East and 29.58 feet distant from said station 17+34.60; thence North $45^{\circ}32'29''$ East 28.64 feet to the point of ending thereof on the easterly location line of the aforesaid 1967 State highway layout, said point bearing North $51^{\circ}04'02''$ East and being 57.96 feet distant from said station 17+34.60.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, and neither access thereto nor egress therefrom is allowed across the location line thereof, altered and laid out as hereinbefore described, for its entire length.

The restrictions of access-egress imposed under the aforesaid 1967 State highway layout are hereby voided insofar as applicable to the easterly location line thereof between points thereon marking the points of beginning and ending of the location line altered and laid out as hereinbefore described.

An easement is hereby taken in the parcel of land hereinafter described as parcel 3-R-4. Said easement is hereby taken under the provisions of Chapter 448 of the Acts of 1948 in behalf of owners of land whose rights of access thereto and egress therefrom would otherwise become inoperative due to the limited access provisions of the aforesaid 1967 State highway layout (L.O. #5704). Said easement consists of the right to enter upon said land at any time, and to construct thereon and to maintain and use a roadway and necessary utilities

Parcel 3-R-4 A parcel of land of an Owner Unknown the aforesaid rights therein being hereby taken in behalf of Roger J. and Karen M. Morin, Joseph and Emily Augustyn, Max Rokosz, and John S. and Rose Nowak, adjoining the easterly

location line of the aforesaid 1967 State highway layout between points thereon opposite about Stations 18+80 and 19+60 and bounded northerly by BESTON STREET about 50 feet; easterly and southeasterly by land now or formerly of said Morin about 20 feet and about 79 feet respectively and westerly by said State highway location about 80 feet; containing about 2500 square feet.

The location of the above described easement is more particularly shown on the plan hereinafter referred to.

The State highway hereby altered and laid out is shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Altered and laid out as a State Highway by the Department of Public Works October 25, 1972 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by an Unknown Owner, in his property by reason of the aforesaid taking of parcel 3-R-4, area about 2500 square feet, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, an award is made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

The names of the owners hereingiven, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County

and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission attesting that said Department of Public Works has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-fifth day of October, 1972.

A.G.S.

/s/ Bruce Campbell	
/s/ Thomas E. Barlow	Members
/s/ Peter E. Donadio	of the
	Public Works
	Commission

1970

Chicopee



STATE LAYOUT PLAN #5897
Route 116, Chicopee St., I-90, Mass. Pike to Meadow St.

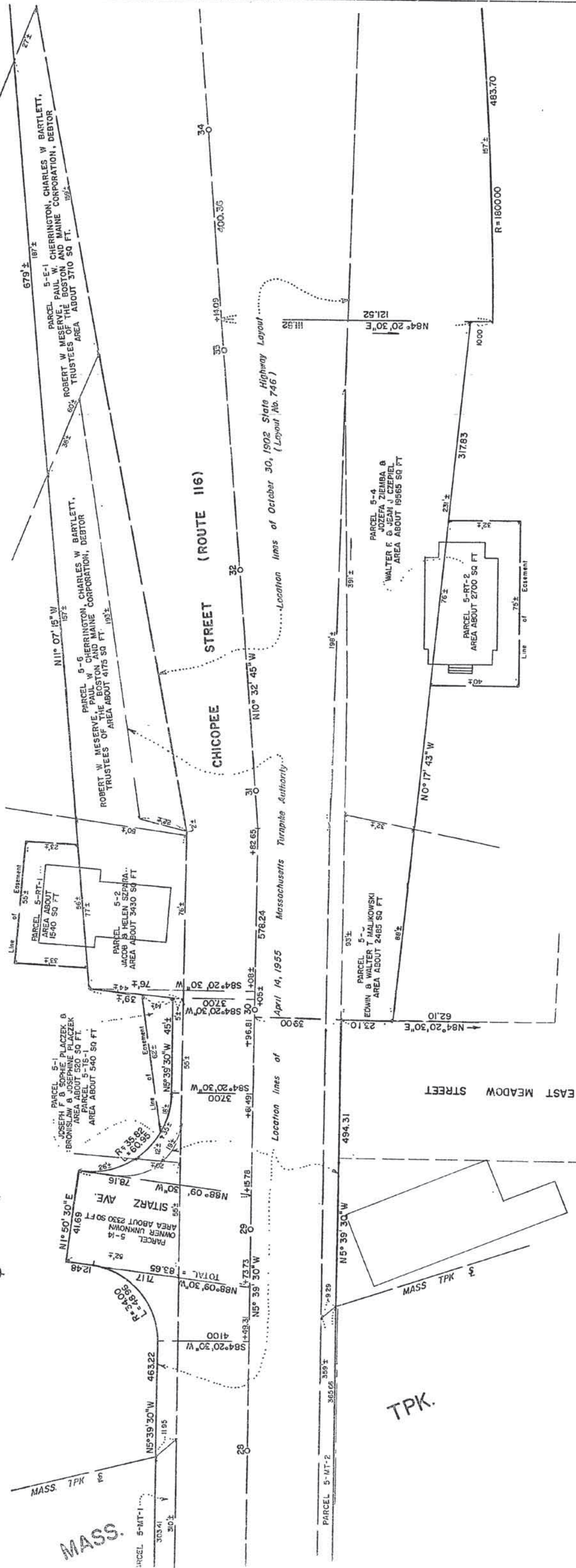
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 124 PAGE 12-18

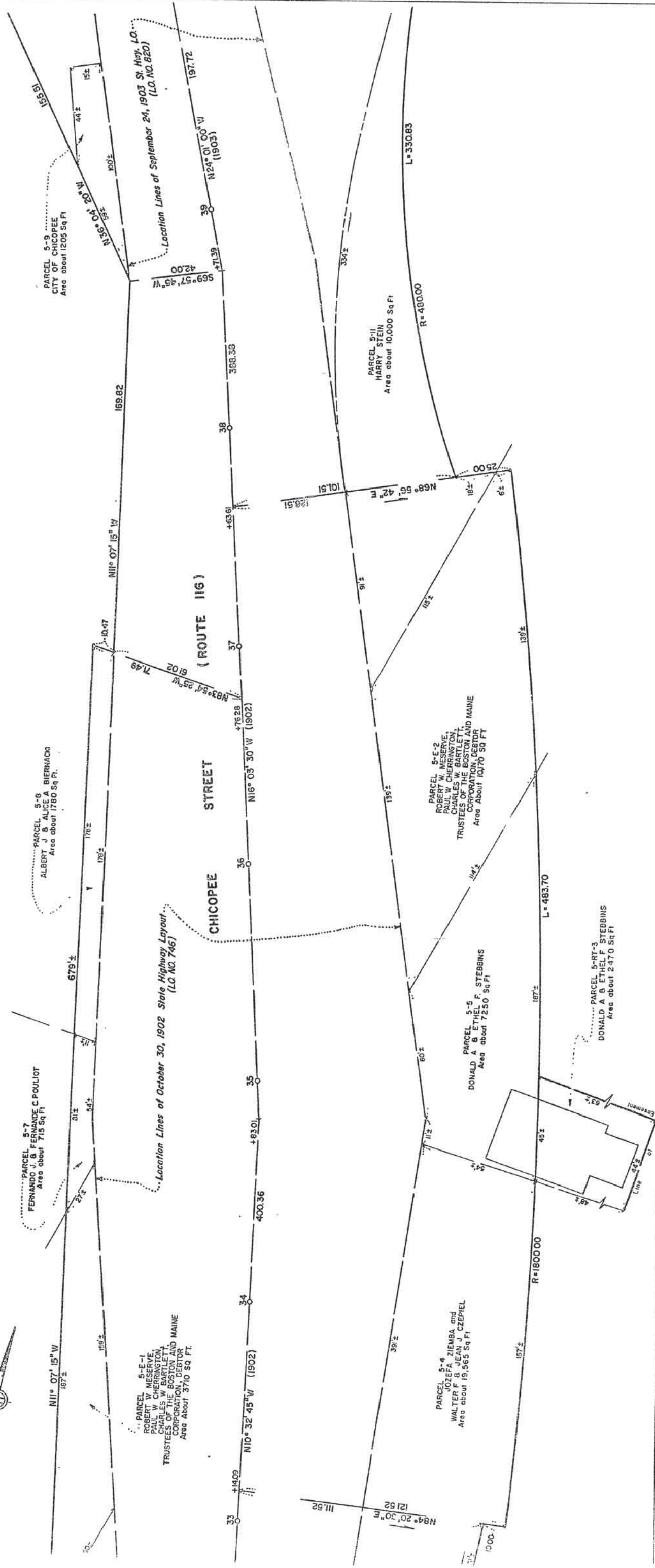
INDEXING

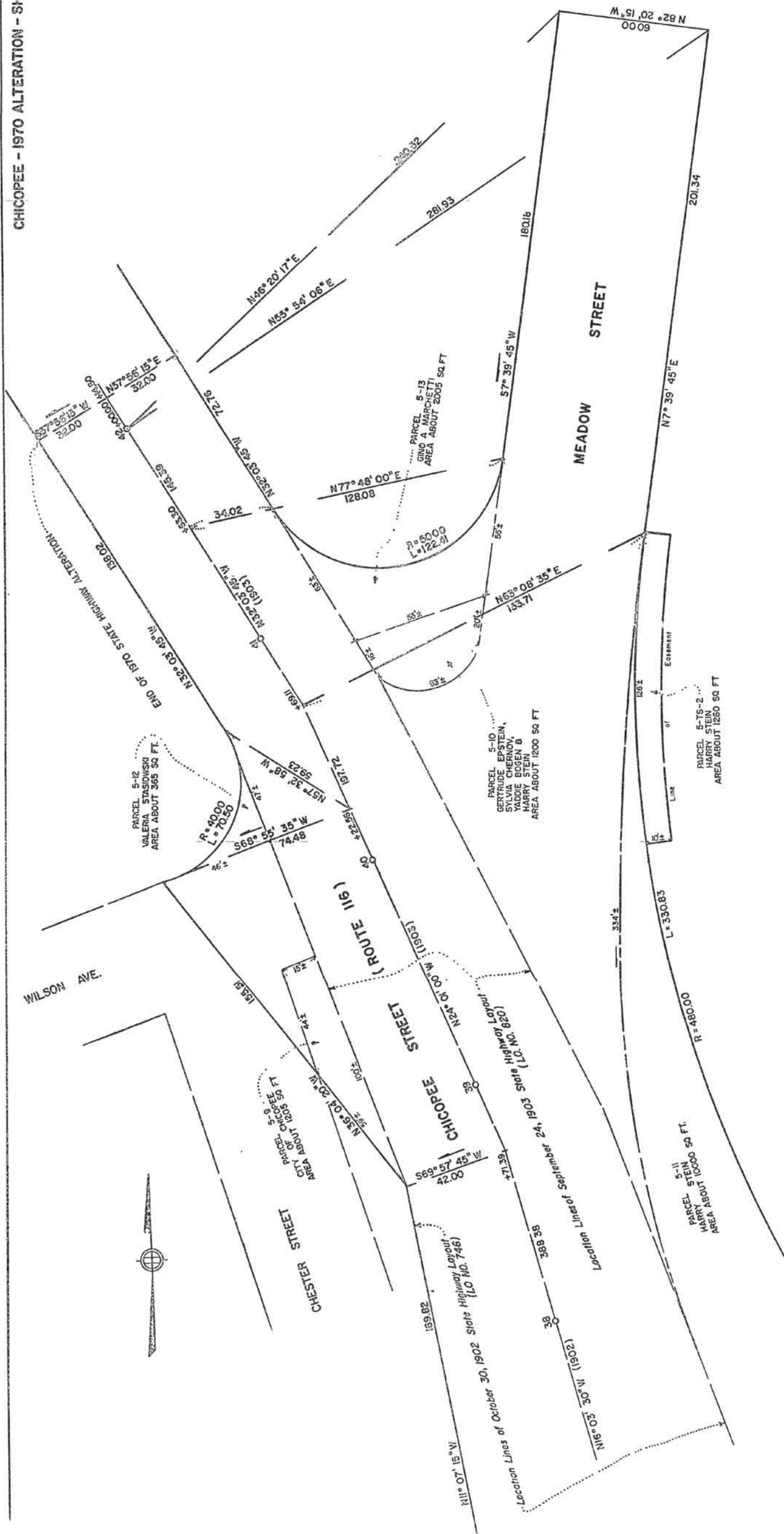
STATE LAYOUT PLAN #5897

- Image Info SH54015 Chicopee
- Image Info SH54015 Chicopee Street
- Image Info SH54015 I-90
- Image Info SH54015 Mass. Pike
- Image Info SH54015 Meadow Street
- Image Info SH54015 Route 116

August 11, 1907









Chicopee
L.O. No. 5897 &
Order of Taking

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Sept. 2, 1970

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of September 2, 1970 , alter the location of a section of State highway laid out in the City of Chicopee in the year 1948.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith ~~-/under separate cover/~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE
Secretary.

Registered Mail

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5897
and Order of Taking

WHEREAS, the Massachusetts Highway Commission, acting on behalf of the Commonwealth of Massachusetts, did, under dates of October 30, 1902 (L.O.No.746) and September 24, 1903 (L.O. No. 820) lay out and take charge of as a State highway a road in the City of Chicopee, County of Hampden, being known as Chicopee Street (Route 116) and the Department of Public Works acting on behalf of said Commonwealth, did, under date of April 20, 1948 (L.O.No. 3585) alter the location of a portion of the aforesaid 1902 State highway layout, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening portions of the aforesaid State highway on both sides thereof, and is more fully described as follows:

The baseline of location for the State highway hereby altered and laid out, is comprised of portions of the baselines of location of the aforesaid 1902 and 1903 State highway layouts, beginning at a point shown on plan as station 22, and extending thence, following the 1902 baseline, north $6^{\circ}30'00''$ west 304.41 feet; thence north $5^{\circ}39'30''$ west 578.24 feet; thence north $10^{\circ}32'45''$ west 400.36 feet; thence north $16^{\circ}03'30''$ west 388.38 feet to a point on said 1903 baseline; thence, following said 1903 baseline, north $24^{\circ}01'00''$ west 197.72 feet; thence north $32^{\circ}03'45''$ west 145.39 feet to the point of ending thereof, shown on plan as station 42+14.50.

The Stations hereinafter referred to are points on the baseline hereinbefore described.

The westerly location line of the State highway as hereby altered and laid out begins at a point on the westerly location line of the aforesaid 1948 State highway alteration, said point marking the point of beginning of the westerly location line of the April 14, 1955 Massachusetts Turnpike Authority layout, bearing south $83^{\circ}30'00''$ west and 31.32 feet distant from station 22+85.91 and extends thence leaving said State highway location line and following said M.T.A. location line, north $12^{\circ}57'34''$ west 101.44 feet to a point bearing south $83^{\circ}30'00''$ west and 42.74 feet distant from station 23+86.70; thence north $5^{\circ}39'30''$ west 463.22 feet to a point bearing south $84^{\circ}20'30''$ west and 41.00 feet distant from station 28+49.31; thence by a curve to the left of 34.00 feet radius 48.96 feet to a point on the existing southerly street line of Sitarz Avenue, said point bearing north $88^{\circ}09'30''$ west and being 71.17 feet distant from station 28+73.73; thence, following said street line, north $88^{\circ}09'30''$ west 12.48 feet to a point bearing north $88^{\circ}09'30''$ west and 83.65 feet distant from said station 28+73.73; thence, crossing said Avenue, north $1^{\circ}50'30''$ east 41.69 feet to a point on the northerly street line thereof, said point bearing north $88^{\circ}09'30''$ west and being 78.16 feet distant from station 29+15.78; thence leaving said street line/easterly to northeasterly to northerly by a curve of 35.82 feet radius 60.95 feet to a point

bearing south $84^{\circ}20'30''$ west and 37.00 feet distant from station 29+61.49 thence north $5^{\circ}39'30''$ west about 45 feet to a point bearing south $84^{\circ}20'30''$ west and 37.00 feet distant from about station 30+05; thence following the dividing line between land n/f of Joseph F. Placzek et al and land n/f of Jacob and Helen Szpara, as shown on plan, about 39 feet to a point about opposite station 30+08 and about 76 feet distant therefrom; thence, leaving said dividing line, and extending north $11^{\circ}07'15''$ west about 679 feet to a point bearing north $83^{\circ}54'25''$ west and 71.49 feet distant from station 36+76.28; thence south $83^{\circ}54'25''$ east 10.47 feet to a point again on the westerly location line of the aforesaid 1902 State highway layout, said point bearing north $83^{\circ}54'25''$ west and being 61.02 feet distant from said station 36+76.28; thence north $11^{\circ}07'15''$ west, following said location line, 169.82 feet to a point marking the point of ending of said 1902 location line, and the point of beginning of the southwesterly location line of the aforesaid 1903 State Highway Layout, said point bearing south $69^{\circ}57'45''$ west and being 42.00 feet distant from station 38+71.39; thence north $36^{\circ}04'20''$ west, in part crossing Chester Street and Wilson Avenue, 155.51 feet to a point on the existing northerly street line of said Avenue; said point bearing south $68^{\circ}55'35''$ west and being 74.48 feet distant from station 40+22.56; thence, leaving said street line and extending easterly to northeasterly to northerly by a curve of 40.00 feet radius 70.50 feet to a point on the southwesterly location line of the September 24, 1903 State highway layout, said point bearing north $57^{\circ}32'58''$ west and being 59.23 feet distant from said station 40+22.56; thence, following said location line, north $32^{\circ}03'45''$ west 138.02 feet to a point at the end of this alteration said point bearing south $57^{\circ}56'15''$ west and being 32.00 feet distant from station 42+14.50.

The easterly location line of the State highway as hereby altered and laid out begins at a point on the easterly location line of the aforesaid 1948 State highway alteration, said point marking the point of beginning of the easterly location line of the April 14, 1955 Massachusetts Turnpike Authority layout and bearing north $83^{\circ}30'00''$ east and being 32.00 feet distant from station 23+30.11 and extends thence leaving said State highway location line and following said M.T.A. location line, north $4^{\circ}10'41''$ west 171.96 feet to a point bearing north $78^{\circ}55'27''$ east and 39.09 feet distant from station 24+98.80; thence north $5^{\circ}39'30''$ west 494.31 feet to a point bearing north $84^{\circ}20'30''$ east and 39.00 feet distant from station 29+96.81; thence north $84^{\circ}20'30''$ east 23.10 feet to a point bearing north $84^{\circ}20'30''$ east and 62.10 feet distant from said station 29+96.81; thence leaving said M.T.A. location line north $0^{\circ}17'43''$ west 317.83 feet to a point bearing north $84^{\circ}20'30''$ east and 111.52 feet distant from station 33+14.09; thence north $84^{\circ}20'30''$ east 10.00 feet to a point bearing north $84^{\circ}20'30''$ east and 121.52 feet distant from said station 33+14.09; thence northerly by a curve to the left of 1800.00 feet radius 483.70 feet to a point bearing north $68^{\circ}56'42''$ east and 126.51 feet distant from station 37+63.61; thence south $68^{\circ}56'42''$ west 25.00 feet to a point bearing north $68^{\circ}56'42''$ east and 101.51 feet distant from said station 37+63.61; thence northwesterly to northerly by a curve to the right of 480.00 feet radius 330.83 feet to a point on the existing easterly street line of Meadow Street, said point bearing north $63^{\circ}08'35''$ east and being 153.71 feet distant from station 40+69.11; thence, following said street line, north $7^{\circ}39'45''$ east 201.34 feet to a point bearing north $55^{\circ}54'06''$ east and 281.93 feet distant from station 42+00.00; thence crossing said street north $82^{\circ}20'15''$ west 60.00 feet to a point on the westerly line of said street, said point bearing north $46^{\circ}20'17''$ east and being 240.52 feet distant from said station 42+00.00; thence following said street line south $7^{\circ}39'45''$ west 180.18 feet to a point bearing north $77^{\circ}48'00''$ east and

128.08 feet distant from station 41+53.30; thence, by a curve to the right of 50.00 feet radius 122.41 feet to a point on the northeasterly location line of the aforesaid 1903 State highway layout, said point bearing north $77^{\circ}48'00''$ east and being 34.02 feet distant from said station 41+53.30; thence, following said location line, north $32^{\circ}03'45''$ west 72.76 feet to a point at the end of this alteration, said point bearing north $57^{\circ}56'15''$ east and being 32.00 feet distant from station 42+14.50.

The location lines of the State highway altered and laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

Easements are hereby taken in the parcels of land shown as Parcels 5-TS-1 and 5-TS-2 on the plan hereinafter referred to, for the purpose of constructing slopes of excavation and/or embankment and consist of the right to enter upon said land at any time during the effective period of the easements to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until Three (3) years from the date of this instrument.

Easements are hereby taken in the parcels of land shown as Parcels 5-RT-1, 5-RT-2 and 5-RT-3 on the plan hereinafter referred to, for the purpose of removing and/or demolishing structures which are located partly within the State highway location hereinbefore described. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are taken shall have been accomplished. Said easements consist of the right to enter upon said land at any time during the effective period of the easements to remove and/or demolish structures or portions thereof now located thereon.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, with the exception of Parcels 5-E-1 and 5-E-2 and Parcels 5-MT-1 and 5-MT-2 in which easements for highway purposes are hereby taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee Hampden County Altered and laid out as a State Highway by the Department of Public Works September 2, 1970. Scale: 20 feet to the inch," an attested copy of which is to be recorded with this order of

layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

Parcel No.	Supposed Owner	Area
5-1	Joseph F. & Sophie Placzek and Bronislaw & Josephine Placzek	520 S.F.
5-2	Jacob & Helen Szpara	3430 S.F.
5-3	Edwin & Walter T. Malikowski	2485 S.F.
5-4	Walter F. & Jean J. Czepiel and Jozefa Ziemba	19565 S.F.
5-5	Donald A. & Ethel F. Stebbins	7250 S.F.
5-6	Robert W. Meserve, Paul W. Cherrington, Charles W. Bartlett. Trustees of the Boston and Maine Corporation, Debtor	4175 S.F.
5-7	Fernando J. & Fernande C. Pouliot	715 S.F.
5-8	Albert J. & Alice A. Biernacki	1780 S.F.
5-9	City of Chicopee	1205 S.F.
5-10	Gertrude Epstein, Sylvia Chernov, Yaddie Bogen and Harry Stein	1200 S.F.
5-11	Harry Stein	10000 S.F.
5-12	Valeria Stasiowski	365 S.F.
5-13	Gino A. Marchetti	2005 S.F.
5-14	Owner Unknown	2330 S.F.

5-MT-1	Massachusetts Turnpike Authority	2900 S.F.
5-MT-2	Massachusetts Turnpike Authority	2345 S.F.
5-E-1	Robert W. Meserve, Paul W. Cherrington, Charles W. Bartlett, Trustees of the Boston & Maine Corporation, Debtor	3710 S.F.
5-E-2	Robert W. Meserve, Paul W. Cherrington, Charles W. Bartlett, Trustees of the Boston & Maine Corporation, Debtor	10170 S.F.
5-TS-1	Joseph F. & Sophie Placzek and Bronislaw & Josephine Placzek	540 S.F.
5-TS-2	Harry Stein	1260 S.F.
5-RT-1	Jacob & Helen Szpara	1540 S.F.
5-RT-2	Jozefa Ziemba Walter F. & Jean J. Czepiel	2700 S.F.
5-RT-3	Donald A. & Ethel F. Stebbins	2470 S.F.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the Members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way, as altered, in accordance

with said plan, together with a copy of this adjudication and vote.

Dated at Boston this second day of September, 1970.

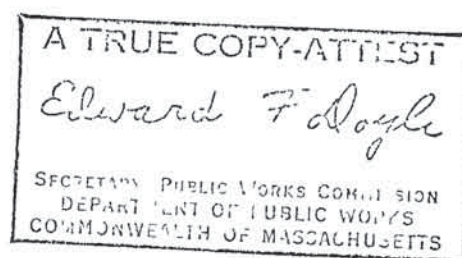
A.G.S.

/s/ John P. King

/s/ Robert S. Foster

/s/ Peter E. Donadio

Members
of the
Public Works
Commission



1975

Chicopee



STATE LAYOUT PLAN #6186
Route 33, Memorial Dr., alterations & takings
for highway expansion

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 162 PAGE 50-58

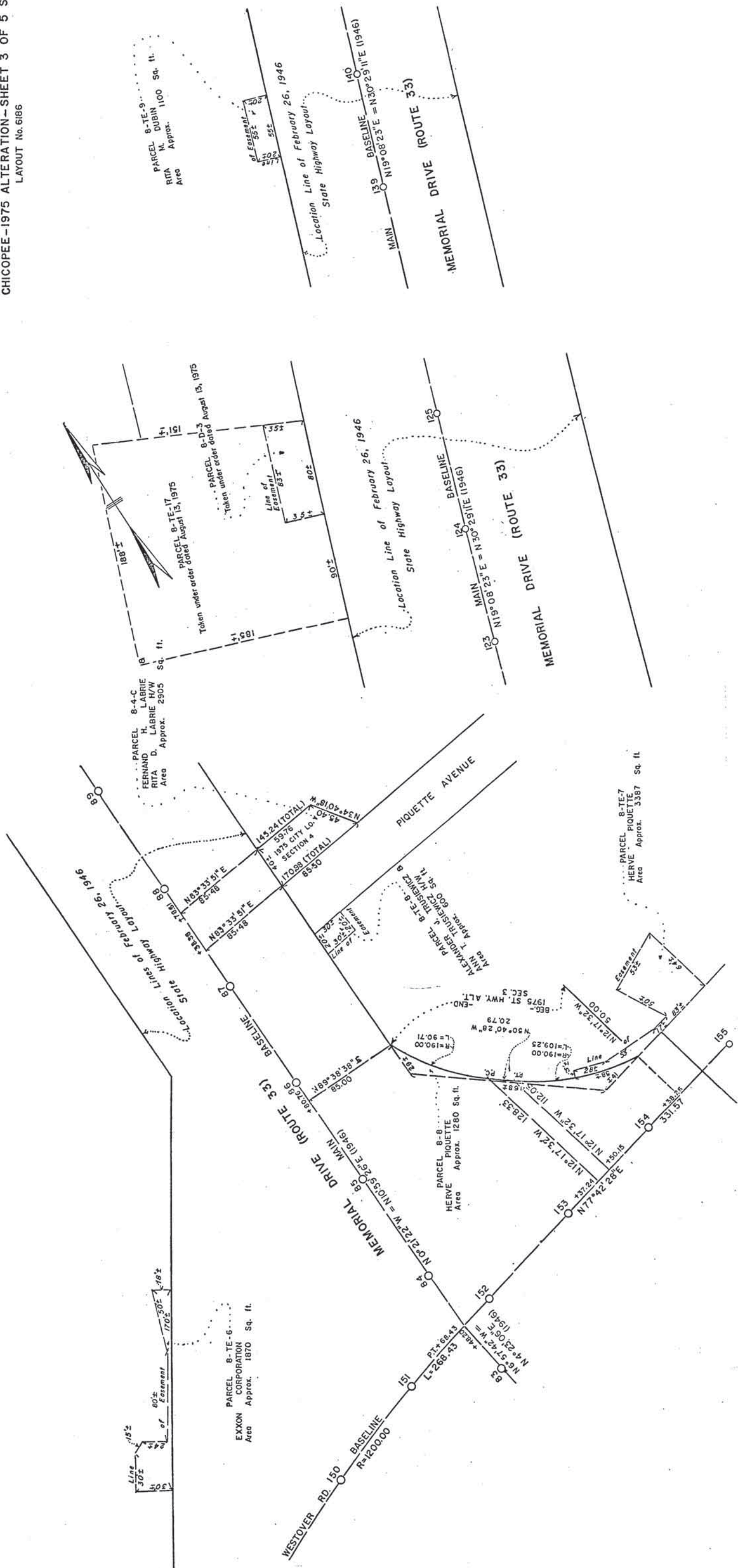
INDEXING

Plan Name STATE LAYOUT PLAN #6186

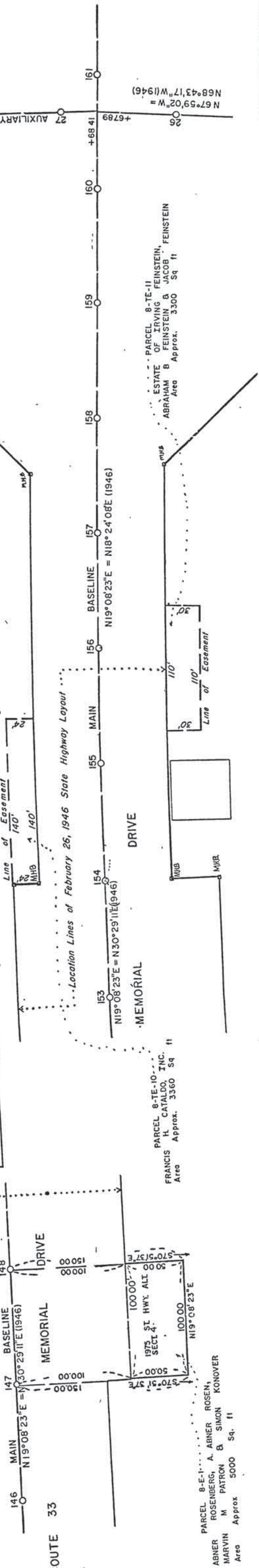
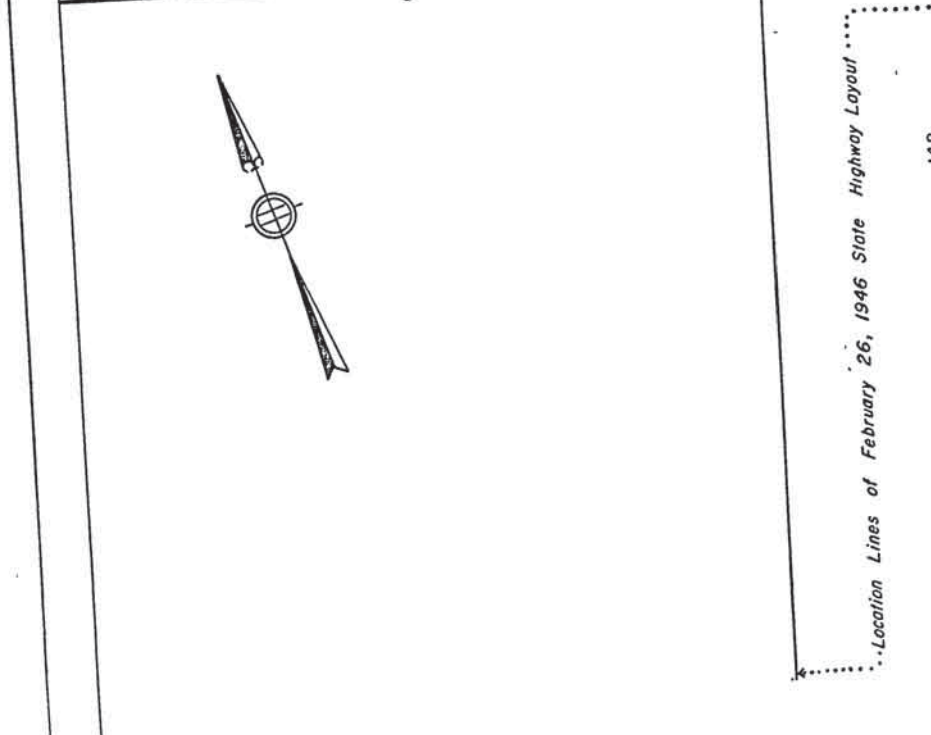
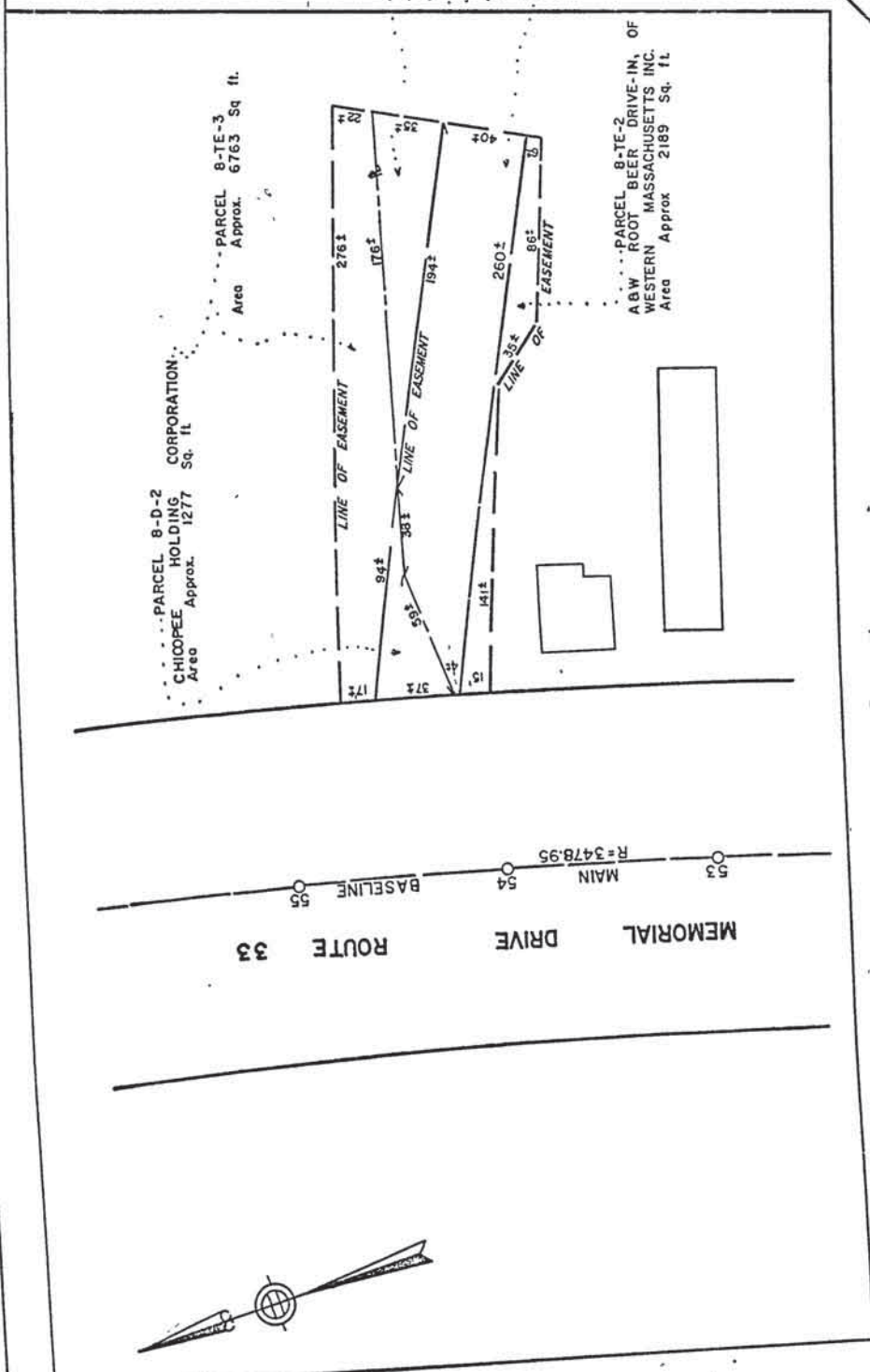
Image Info SH54016 Chicopee

Image Info SH54016 Memorial Drive

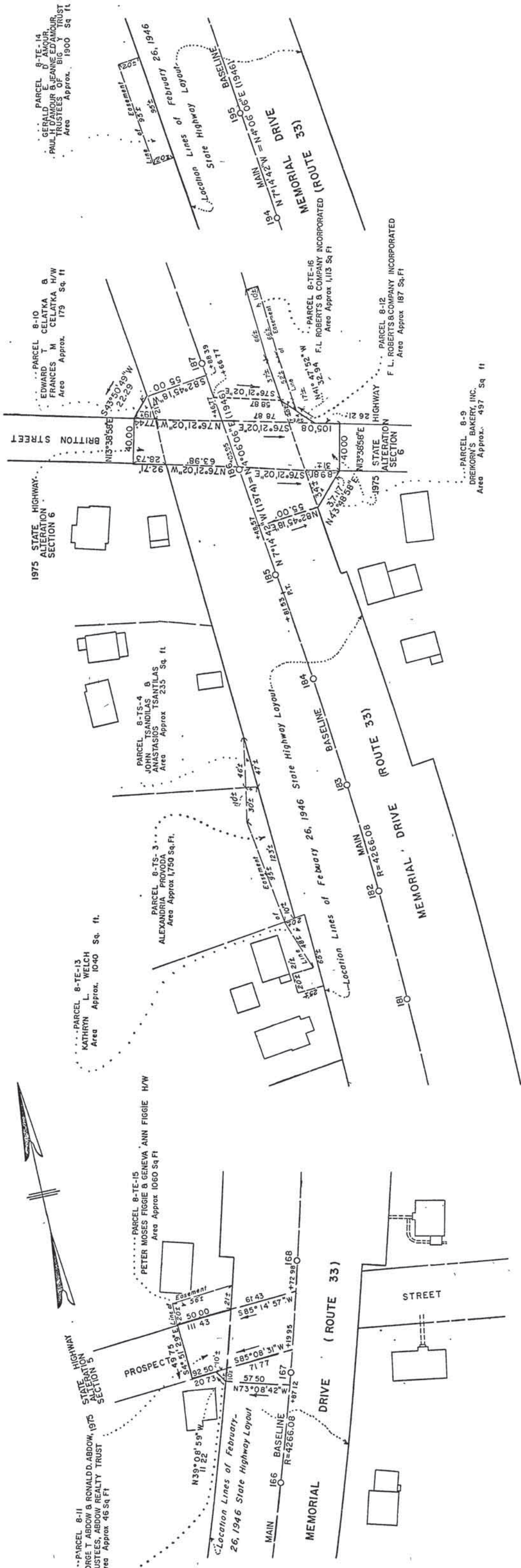
Image Info SH54016 Route 33



CHICOPEE - 1975 ALTERATION - SHEET 4 OF 5 SHEETS
LAYOUT No 6186



CHICOPEE-1975 ALTERATION-SHEET 5 OF 5 SHEETS
LAYOUT No. 6186





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Chicopee
L.O. No. 6186 &
Order of Taking

December 24, 1975

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of December 17, 1975, alter the location of a section of State highway laid out in the City of Chicopee in the year 1973.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith ~~-/under separate cover/~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris
LOLITA C. HARRIS

Secretary.
Public Works Commission

~~Registered/MAN/~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oooOooo---

CHICOPEE
Layout No. 6186
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under dates of July 28, 1942 and February 26, 1946, lay out and take charge of as a State highway portions of a road in the city of Chicopee, county of Hampden, being known as Route 33, and said Department of Public Works, acting on behalf of said Commonwealth did, under dates of October 13, 1953 (Layout No. 4082) and November 21, 1973, (Layout No. 6148) alter the location of portions of said State highway, as shown on the plans of said State highways on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County at Springfield, and in the office of the City Clerk of said City; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highways as altered, as hereinafter described.

The alteration consists of widening portions of said State highway location, on both sides thereof, and is made in six sections described as follows:

The main base line for the alteration comprises portions of the main base line of location of the aforesaid 1946 State highway layout with adjusted bearings, as shown on plan, and the stations hereinafter referred to are points thereon, unless otherwise noted.

An auxiliary base line "Donohue Road" begins at a point shown on plan as station 148 and extends thence north $79^{\circ}49'08''$ east 375.92 feet; thence north $82^{\circ}15'38''$ east 174.08 feet to the point of ending thereof, shown on plan as station 153+50.

Note: Station 151+05.60 of auxiliary base line "Donohue Road" is identical with station 80+82.18 of the aforesaid main base line.

An auxiliary base line "Westover Road" begins at a point shown on plan as station 149 and extends thence northeasterly to easterly by a curve of 1200.00 feet radius 268.43 feet to a point shown on plan as station 151+68.43, said point being identical with station 83+48.20 of the aforesaid main base line; thence north $77^{\circ}42'28''$ east 331.57 feet to the point of ending thereof, shown on plan as station 155.

Note: Auxiliary base line "Westover Road" in part follows auxiliary base line "A" of the aforesaid 1946 State highway layout, with adjusted bearings as shown on plan.

SECTION 1

The westerly location line of the State highway as hereby altered and laid out under this section begins at a point on the northwesterly location line of the aforesaid 1946 State highway layout bearing north $73^{\circ}14'27''$ west and 80.00 feet distant from station 35+54.66 and extends thence, leaving said 1946 location line, westerly to northwesterly to northerly to northeasterly by a curve of 160.00 feet radius 347.92 feet to a point bearing north $73^{\circ}14'27''$ west and 174.30 feet distant from station 38+21.82; thence by a curve to the left of 372.00 feet radius 217.19 feet to a point at the end of the section, again on said 1946 location line, said point bearing north $73^{\circ}14'27''$ west and being 80.00 feet distant from station 40+14.06.

SECTION 2

The westerly location line of the State highway as hereby altered and laid out under this section begins at a point on the northwesterly location line of the aforesaid 1946 State highway layout bearing south $83^{\circ}02'18''$ west and 77.09 feet distant from station 76+73.53 and extends thence, leaving said 1946 location line, north $61^{\circ}09'00''$ west 41.97 feet to a point on the existing southerly line of Lauzier Terrace bearing south $82^{\circ}20'29''$ west and 111.13 feet distant from station 76+99.44; thence following said line of terrace south $82^{\circ}20'29''$ west 16.57 feet to a point thereon bearing south $82^{\circ}20'29''$ west and 127.70 feet distant from said station 76+99.44; thence leaving said line of Lauzier Terrace and in part crossing said terrace north $7^{\circ}39'31''$ west 53.87 feet to a point bearing north $74^{\circ}47'23''$ west and 138.60 feet distant from said station 76+99.44; thence easterly to northeasterly to northerly by a curve of 54.00 feet radius 84.17 feet to a point bearing south $83^{\circ}02'18''$ west and 75.00 feet distant from station 78+05.74; thence north $6^{\circ}57'42''$ west 180.41 feet to a point on the southerly location line of the railroad right-of-way owned by the United States of America, said point bearing south $80^{\circ}25'18''$ west and being 75.08 feet distant from station 79+89.58; thence leaving said railroad location line and in part crossing said railroad right-of-way and in part crossing Donohue Road north $11^{\circ}29'52''$ west 99.55 feet to a point at the end of the section, again on said 1946 location line, said point also being on the existing northerly line of said road and bearing south $80^{\circ}25'18''$ west and being 82.96 feet distant from station 80+89.18.

The easterly location line of the State highway as hereby altered and laid out under this section begins at a point on the easterly location line of the aforesaid 1953 State highway alteration bearing north $83^{\circ}02'18''$ east and 68.27 feet distant from station 78+08.80 and extends thence, leaving said 1953 location line, and in

part crossing the railroad right-of-way owned by the United States of America, north $4^{\circ}03'07''$ west 234.80 feet to a point on the dividing line between said railroad right-of-way and Donohue Road, said point bearing north $80^{\circ}25'18''$ east and being 80.27 feet distant from station 80+39.63; thence following said dividing line north $80^{\circ}25'18''$ east 14.69 feet to a point bearing north $80^{\circ}25'18''$ east and 94.96 feet distant from said station 80+39.63; thence leaving said dividing line and crossing said road north $7^{\circ}44'22''$ west 59.96 feet to a point on the existing northerly line of said road bearing north $81^{\circ}20'45''$ east and 94.09 feet distant from station 81+01.13; thence following said line of road south $81^{\circ}20'45''$ west 7.72 feet to a point at the end of the section, on the southeasterly location line of the aforesaid 1946 State highway layout, said point bearing north $81^{\circ}20'45''$ east and being 86.37 feet distant from station 81+01.13.

SECTION 3

The easterly location line of the State highway as hereby altered and laid out under this section begins at a point on the southeasterly location line of the aforesaid 1946 State highway layout bearing north $12^{\circ}17'32''$ west and 50.00 feet distant from station 154+38.26 of auxiliary base line "Westover Road" hereinbefore described and extends thence, leaving said 1946 location line, westerly to northwesterly by a curve of 190.00 feet radius 109.25 feet to a point bearing north $12^{\circ}17'32''$ west and 112.03 feet distant from station 153+50.15 of said "Westover Road" base line; thence north $50^{\circ}40'28''$ west 20.79 feet to a point bearing north $12^{\circ}17'32''$ west and 128.33 feet distant from station 153+37.24 of said "Westover Road" base line; thence by a curve to the right of 190.00 feet radius 90.71 feet to a point at the end of the section, again on said 1946 location line, said point bearing north $89^{\circ}38'38''$ east and being 85.00 feet distant from station 85+80.76.

SECTION 4

The easterly location line of the State highway as hereby altered and laid out under this section begins at a point on the southeasterly location line of the aforesaid 1946 State highway layout bearing south $70^{\circ}51'37''$ east and 100.00 feet distant from station 147 and extends thence, leaving said 1946 location line, south $70^{\circ}51'37''$ east 50.00 feet to a point bearing south $70^{\circ}51'37''$ east and 150.00 feet distant from said station 147; thence north $19^{\circ}08'23''$ east 100.00 feet to a point bearing south $70^{\circ}51'37''$ east and 150.00 feet distant from station 148; thence north $70^{\circ}51'37''$ west 50.00 feet to a point at the end of the section, again on said 1946 location line, said point bearing south $70^{\circ}51'37''$ east and being 100.00 feet distant from said station 148.

SECTION 5

The westerly location line of the State highway as hereby altered and laid out under this section begins at a point on the northwesterly location line of the aforesaid 1946 State highway layout bearing north $73^{\circ}08'42''$ west and 57.50 feet distant from station 166+87.12 and extends thence, leaving said 1946 location line, north $39^{\circ}08'59''$ west 11.22 feet to a point on the existing southerly street line of Prospect Street bearing south $85^{\circ}08'31''$ west and 71.77 feet distant from station 167+19.95; thence following said street line south $85^{\circ}08'31''$ west 20.73 feet to a point thereon bearing south $85^{\circ}08'31''$ west and 92.50 feet distant from said station 167+19.95; thence leaving said street line and crossing said street north $4^{\circ}51'29''$ west 49.75 feet to a point on the existing northerly street line thereof bearing south $85^{\circ}14'57''$ west and 111.43 feet distant from station 167+72.98; thence following said street line north $85^{\circ}14'57''$ east 50.00 feet to a point at the end of the section, again on said 1946 location line, said point bearing south $85^{\circ}14'57''$ west and being 61.43 feet distant from said station 167+72.98.

SECTION 6

The westerly location line of the State highway as hereby altered and laid out under this section begins at a point marking the junction of the existing southerly street line of Britton Street with the northwesterly location line of the aforesaid 1946 State highway layout, said point bearing north $76^{\circ}21'02''$ west and being 63.98 feet distant from station 186+03.95, and extends thence, following said street line, north $76^{\circ}21'02''$ west 28.73 feet to a point thereon bearing north $76^{\circ}21'02''$ west and 92.71 feet distant from said station 186+03.95; thence leaving said street line and crossing said street north $13^{\circ}38'58''$ east 40.00 feet to a point on the existing northerly street line thereof bearing north $76^{\circ}21'02''$ west and 77.44 feet distant from station 186+46.77; thence leaving said street line and extending north $43^{\circ}50'49''$ east 22.29 feet to a point at the end of the section; again on said 1946 location line, said point bearing south $82^{\circ}45'18''$ west and 55.00 feet distant from station 186+88.39.

The easterly location line of the State highway as hereby altered and laid out under this section begins at a point on the southeasterly location line of the aforesaid 1946 State highway layout bearing north $82^{\circ}45'18''$ east and 55.00 feet distant from station 185+48.57 and extends thence, leaving said 1946 location line north $43^{\circ}48'58''$ east 37.17 feet to a point on the existing southerly street line of Britton Street bearing south $76^{\circ}21'02''$ east and 89.81 feet distant from station 186+03.95; thence leaving said street line and crossing said street north $13^{\circ}38'58''$ east 40.00 feet to a point on the existing northerly street line thereof bearing south $76^{\circ}21'02''$ east and 105.08 feet distant from station 186+46.77; thence following said street line north $76^{\circ}21'02''$ west 26.21 feet to a point thereon bearing south $76^{\circ}21'02''$ east and 78.87 feet distant from said station 186+46.77; thence leaving said street line and extending north $41^{\circ}47'52''$ west 32.94 feet to a point at the end of the section, again on said 1946 location line, said point bearing south $76^{\circ}21'02''$ east and being 58.87 feet distant from station 186+66.77.

The location lines of the sections of State highway altered and laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

In connection with the alteration and laying out of the State highway hereinbefore described it is necessary to lay out four sections of highway in behalf of the city of Chicopee, and said sections of highway are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

SECTION 1

The first section of highway hereby laid out in behalf of the city of Chicopee comprises a widening on the southerly side of Jennings Street, adjoining the northwesterly location line of the aforesaid 1946 State highway layout, and is more fully described as follows:

The southerly location line of Jennings Street as hereby laid out begins at a point on said State highway location line bearing north $69^{\circ}05'32''$ west and 70.97 feet distant from station 24+53.07 and extends thence northwesterly by a curve to the left of 30.00 feet radius 20.87 feet to a point at the end of the section, on the existing southerly street line of Jennings Street, said point bearing south $83^{\circ}05'04''$ west and being 100.93 feet distant from station 25+06.58.

SECTION 2

The second section of highway hereby laid out in behalf of the city of Chicopee comprises a widening on the northerly side of Donohue Road, adjoining the northwesterly location line of the aforesaid 1946 State highway layout, and is more fully described as follows:

The northerly location line of Donohue Road as hereby laid out begins at a point on the existing northerly line of said road bearing north $10^{\circ}10'52''$ west and 8.98 feet distant from station 149+17.35 of auxiliary base line "Donohue Road" hereinbefore described and extends thence north $10^{\circ}10'52''$ west 1.02 feet to a point bearing

north $10^{\circ}10'52''$ west and 10.00 feet distant from said station 149+17.35; thence easterly to northeasterly by a curve of 25.00 feet radius 28.80 feet to a point bearing north $10^{\circ}10'52''$ west and 24.29 feet distant from station 149+39.34 of said auxiliary base line "Donohue Road"; thence by a curve to the right of 45.00 feet radius 50.75 feet to a point bearing south $79^{\circ}49'08''$ west and 128.41 feet distant from station 81+32.26; thence north $79^{\circ}49'08''$ east 4.11 feet to a point at the end of the section, on the aforesaid State highway location line, said point bearing south $79^{\circ}49'08''$ west and being 124.30 feet distant from said station 81+32.26.

SECTION 3

The third section of highway hereby laid out in behalf of the city of Chicopee comprises a widening on the northerly side of Donohue Road, adjoining the southeasterly location line of the aforesaid 1946 State highway layout, and is more fully described as follows:

The northerly location line of Donohue Road as hereby laid out begins at a point on the existing northerly line of said road bearing north $7^{\circ}44'22''$ west and 18.64 feet distant from station 152+73.62 of auxiliary base line "Donohue Road" hereinbefore described and extends thence north $7^{\circ}44'22''$ west 0.36 feet to a point bearing north $7^{\circ}44'22''$ west and 19.00 feet distant from said station 152+73.62; thence westerly to northwesterly to northerly to northeasterly by a curve of 30.00 feet radius 70.51 feet to a point bearing north $53^{\circ}04'03''$ west and 99.69 feet distant from station 153+23.18 of said auxiliary base line "Donohue Road"; thence north $53^{\circ}04'03''$ west 5.58 feet to a point at the end of the section, on the aforesaid State highway location line, said point bearing north $53^{\circ}04'03''$ west and being 105.27 feet distant from said station 153+23.18.

SECTION 4

The fourth section of highway hereby laid out in behalf of the city of Chicopee comprises a widening on the northerly side of Piquette Avenue, adjoining the south-

easterly location line of the aforesaid 1946 State highway layout, and is more fully described as follows:

The northerly location line of Piquette Avenue as hereby laid out begins at a point on the existing northerly line of said avenue bearing north $83^{\circ}33'51''$ east and 170.98 feet distant from station 87+38.38 and extends thence north $34^{\circ}40'18''$ west 45.40 feet to a point bearing north $83^{\circ}33'51''$ east and 145.24 feet distant from station 87+78.61; thence south $83^{\circ}33'51''$ west 59.76 feet to a point at the end of the alteration, on the aforesaid State highway location/^{line,} said point bearing north $83^{\circ}33'51''$ east and being 85.48 feet distant from said station 87+78.61.

The location lines of the sections of City highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 8-D-1 and 8-D-2 for the purpose of draining and maintaining said State highway and consist of the right to enter upon said land at any time and to construct thereon and to maintain and use drainage structures and/or drainage ditches, together with the right to discharge surface water upon said land.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 8-DS-1 and 8-DS-2 for the purpose of constructing slopes of excavation or embankment and draining and maintaining said State highway and consist of the right to enter upon said land at any time and to construct thereon and to maintain slopes of excavation and/or embankment and to construct thereon and to maintain and use drainage structures and/or drainage ditches, together with the right to discharge surface water upon said land.

Easements are hereby taken in the parcels of land shown on the plan

hereinafter referred to as Parcels 8-TS-1, 8-TS-3 and 8-TS-4 for the purpose of constructing slopes of excavation or embankment and consist of the right to enter upon said land at any time during the effective period of the easements and to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until three years from the date of this instrument.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 8-TE-1 to 8-TE-16 inclusive for the purpose of effecting the required construction within the limits of said parcels and consist of the right to enter upon said land at any time during the effective period of the easements to accomplish said construction. Said easements are temporary in nature and are to be in effect only until three years from the date of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of all other General or special laws thereto enabling, all of the land, not already owned by the United States of America, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication), situated in the city of Chicopee, county of Hampden, all of said land being taken in fee simple, with the exception of Parcel 8-E-1, in which an easement for highway purposes is hereby taken, the supposed owners of Parcels 8-1 to 8-12 inclusive and 8-E-1, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances

for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the city of Chicopee which are included in the foregoing description.

Those portions of the State highway location, as altered and laid out as hereinbefore described, located on land owned by the United States of America, shall not become effective unless and until an instrument is received granting the Commonwealth of Massachusetts an easement for highway purposes therein. Said United States land is shown on the plan hereinafter referred to as Parcels 8-6 and 8-7.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the city of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of all other General or special laws thereto enabling, Parcels 8-1-C to 8-4-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the city of Chicopee, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the city of Chicopee which are included in the foregoing description.

The State highway hereby altered and laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled:

"THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD IN THE CITY OF

CHICOPEE

HAMPDEN COUNTY

Altered and laid out as a State highway by the

DEPARTMENT OF PUBLIC WORKS

December 17, 1975

Scale: 40 feet to the inch",

an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
8-1	Stephen A. Lendway and Stanley J. Szlachetka	36,349 sq. ft.
8-2	David M. Lenart and Gloria J. Lenart H/W	260 sq. ft.
8-3	Irene J. Lambert	437 sq. ft.
8-4	Lauzier Realty Corporation	2,098 sq. ft.
8-5	Robert A. Holmberg and George J. Menard	1,162 sq. ft.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
8-6	United States of America, Department of the Army	599 sq. ft.
8-7	United States of America, Department of the Army	696 sq. ft.
8-8	Herve Piquette	1,280 sq. ft.
8-9	Driekorn's Bakery, Inc.	497 sq. ft.
8-10	Edward T. Celatka and Frances M. Celatka H/W	179 sq. ft.
8-11	George T. Abdow and Ronald D. Abdow, Trustees of Abdow Realty Trust	46 sq. ft.
8-12	F. L. Roberts and Company, Incorporated	187 sq. ft.
8-E-1	Estate of Abner Rosenberg, A. Abner Rosen, Marvin M. Patron and Simon Konover	5,000 sq. ft.
8-1-C	Walter Kolodziej and Maria L. Kolodziej H/W	149 sq. ft.
8-2-C	Merwin H. Rubin	2,491 sq. ft.
8-3-C	John D. Shea, Trustee of the Liberty Heights Realty Trust	1,595 sq. ft.
8-4-C	Fernand H. Labrie and Rita D. Labrie H/W	2,905 sq. ft.
8-D-1	A. and W. Root Beer Drive-In of Western Massachusetts, Inc.	9,351 sq. ft.
8-D-2	Chicopee Holding Corporation	1,277 sq. ft.
8-DS-1	Harold L. Thompson and Shirley M. Thompson H/W	3,357 sq. ft.
8-DS-2	Stephen A. Lendway	4,200 sq. ft.
8-TS-1	Stephen A. Lendway	5,000 sq. ft.
8-TS-3	Alexandria Provoda	1,750 sq. ft.
8-TS-4	John Tsandilas and Anastasios Tsantilas	235 sq. ft.
8-TE-1	A. and W. Root Beer Drive-In of Western Massachusetts, Inc.	3,252 sq. ft.
8-TE-2	A. and W. Root Beer Drive-In of Western Massachusetts, Inc.	2,189 sq. ft.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
8-TE-3	Chicopee Holding Corporation	6,763 sq. ft.
8-TE-4	Harold Bassar and Myron L. Kaufman	800 sq. ft.
8-TE-5	Harold Bassar and Myron L. Kaufman	600 sq. ft.
8-TE-6	Exxon Corporation	1,870 sq. ft.
8-TE-7	Herve Piquette	3,387 sq. ft.
8-TE-8	Alexander J. Trusiewicz and Ann T. Trusiewicz H/W	600 sq. ft.
8-TE-9	Rita M. Dubin	1,100 sq. ft.
8-TE-10	Francis H. Cataldo, Inc.	3,360 sq. ft.
8-TE-11	Estate of Irving Feinstein, Abraham B. Feinstein and Jacob Feinstein	3,300 sq. ft.
8-TE-12	Francis H. Cataldo, Inc.	2,880 sq. ft.
8-TE-13	Kathryn L. Welch	1,040 sq. ft.
8-TE-14	Gerald E. D'Amour, Paul H. D'Amour and Jeanne E. D'Amour, Trustees of Big Y Trust	1,900 sq. ft.
8-TE-15	Peter Moses Figgie and Geneva Ann Figgie H/W	1,060 sq. ft.
8-TE-16	F. L. Roberts and Company, Incorporated	1,113 sq. ft.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this seventeenth day of December, 1975.



/s/ John J. Carroll	Members
/s/ Thomas E. Barlow	of the
/s/ Malcolm E. Graf	Public
	Works
	Commission

/s/ Theodore C. Palizzolo, Jr.
Layout Engineer

1978

Chicopee



STATE LAYOUT PLAN #6261
I-391 Layout from 5704-6360

Written taking - no plan included.

INDEXING

STATE LAYOUT PLAN #6261

Image Info SH54017 Chicopee

Image Info SH54017 1-391



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

CHICOPEE
L. O. No. 6261 &
Order of Taking

November 20, 1978

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of November 8, 1978, alter the location of a section of State highway laid out in the City of Chicopee in the year 1978

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway ^{with limited access provisions} as altered/in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris
LOLITA C. HARRIS

Registered Mail

Secretary.
Public Works Commission

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Chicopee
Layout No. 6261
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on

as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road, Interstate Route 391, in the City of Chicopee, County of Hampden.

The layout consists of establishing a State highway location, on new location, with limited access provisions, for a portion of Interstate Route 391, beginning at the northerly end of the September 13, 1967 State highway layout in the City of Chicopee (L.O. 5704) and extending northerly about 1.19 miles (in part crossing the right-of-way of the Boston and Maine Railroad at other than grade at about Station 133+00 of the main baseline hereinafter described, and in part crossing the right-of-way of the Massachusetts Turnpike Authority at other than grade at about Station 178+52.49 of said main baseline) to the northerly location line of the Massachusetts Turnpike Authority, said location line being the southerly end of the September 27, 1978 State highway layout in the City of Chicopee (L.O. 6360) for said Interstate Route 391. The proposed layout is more fully described as follows:

The main baseline of location for the State highway hereby laid out begins at a point on the southerly property line of land formerly of Henry Francis Lapine et ux, and now of the Commonwealth of Massachusetts shown on plan as Station 117+80.46, and

NOTE: Station 37+17.91 of auxiliary baseline "A" is identical with
Station 0+00.00 of auxiliary baseline "B" hereinbefore described.

The westerly location line of the State highway as hereby laid out begins at a point on the westerly location line of the September 13, 1967 State highway layout in Chicopee (L.O. 5704), said point bearing south $69^{\circ} 08' 20''$ west and 193.58 feet distant from Station 117+80.46 of the main baseline hereinbefore described and extends thence north $69^{\circ} 08' 20''$ east 32.65 feet to a point bearing south $69^{\circ} 08' 20''$ west and 160.93 feet distant from Station 117+80.46 of the main baseline hereinbefore described and extends thence north $21^{\circ} 21' 44''$ west 586.20 feet to a point bearing south $76^{\circ} 31' 33''$ west and 193.89 feet distant from Station 123+42.95 of said main baseline; thence north $8^{\circ} 14' 54''$ west 329.01 feet to a point bearing south $81^{\circ} 44' 58''$ west and 178.87 feet distant from Station 126+54.74 of said main baseline; thence north $68^{\circ} 43' 24''$ east 163.10 feet to a point bearing south $82^{\circ} 07' 48''$ west and 78.50 feet distant from Station 126+77.46 of said main baseline; thence by a curve to the right of 3,498.50 feet radius 528.30 feet to a point bearing north $89^{\circ} 13' 05''$ west and 78.50 feet distant from Station 131+93.91 of said main baseline; thence north $7^{\circ} 13' 44''$ east 781.00 feet to a point bearing north $76^{\circ} 23' 59''$ west and 77.98 feet distant from Station 139+59.04 of said main baseline; thence north $14^{\circ} 13' 00''$ east 150.99 feet to a point bearing north $73^{\circ} 55' 37''$ west and 79.62 feet distant from Station 141+06.63 of said main baseline; thence north $7^{\circ} 13' 44''$ east 684.13 feet to a point bearing north $66^{\circ} 29' 03''$ west and 241.99 feet distant from Station 147+54.24 of said main baseline; thence north $83^{\circ} 06' 49''$ east 90.23 feet to a point bearing north $66^{\circ} 29' 03''$ west and 164.18 feet distant from Station 147+99.89 of said main baseline; thence north $7^{\circ} 13' 44''$ east 473.00 feet to a point bearing north $66^{\circ} 29' 03''$ west and 296.83 feet distant from Station 152+53.92 of said main baseline; thence north $82^{\circ} 46' 14''$ west 82.50 feet to a point bearing

north $66^{\circ} 29' 03''$ west and 376.02 feet distant from Station 152+30.78 of said main baseline; thence north $7^{\circ} 13' 44''$ east 488.00 feet to a point bearing north $66^{\circ} 29' 03''$ west and 512.88 feet distant from Station 156+99.20 of said main baseline; thence north $40^{\circ} 42' 11''$ east 160.00 feet to a point bearing north $66^{\circ} 29' 03''$ west and 465.60 feet distant from Station 158+52.05 of said main baseline; thence north $0^{\circ} 52' 00''$ west 404.00 feet to a point bearing north $68^{\circ} 02' 39''$ west and 631.39 feet distant from Station 162+37.22 of said main baseline; thence north $42^{\circ} 53' 18''$ east 202.00 feet to a point bearing north $71^{\circ} 58' 56''$ west and 552.73 feet distant from Station 164+64.02 of said main baseline; thence north $78^{\circ} 03' 45''$ east 210.03 feet to a point bearing north $74^{\circ} 01' 58''$ west and 368.88 feet distant from Station 165+82.12 of said main baseline; thence north $85^{\circ} 41' 00''$ east 75.21 feet to a point bearing south $76^{\circ} 17' 45''$ west and 143.90 feet distant from Station 33+38.26 of auxiliary baseline "A" hereinbefore described; thence north $38^{\circ} 03' 01''$ east 80.34 feet to a point bearing south $76^{\circ} 17' 45''$ west and 80.80 feet distant from Station 33+87.99 of said auxiliary baseline "A"; thence by a curve to the left of 172.00 feet radius 92.56 feet to a point bearing south $76^{\circ} 17' 45''$ west and 53.98 feet distant from Station 34+75.42 of said auxiliary baseline "A"; thence by a curve to the left of 7,192.00 feet radius 196.78 feet to a point bearing south $74^{\circ} 48' 50''$ west and 49.72 feet distant from Station 36+73.47 of said auxiliary baseline "A"; thence north $12^{\circ} 36' 37''$ west 84.39 feet to a point bearing south $73^{\circ} 46' 20''$ west and 45.05 feet distant from Station 37+58.59 of said auxiliary baseline "A"; thence by a curve to the left of 7,194.00 feet radius 121.53 feet to a point bearing south $73^{\circ} 46' 20''$ west and 42.00 feet distant from Station 38+80.07 of said auxiliary baseline "A" thence north $15^{\circ} 16' 21''$ west and 119.94 feet to a point of ending thereof on the westerly location line of the April 20, 1948 State highway layout (L.O. 3585), said point bearing south $73^{\circ} 46' 20''$

west and being 40.00 feet distant from Station 40+00.00 of said auxiliary baseline "A"; thence beginning again at a point on the easterly location line of the aforesaid 1948 State highway layout (L.O. 3585) said point bearing north $73^{\circ} 46' 20''$ east and 40.00 feet distant from Station 40+54.96 of said auxiliary baseline "A"; thence north $57^{\circ} 07' 28''$ east 320.00 feet to a point bearing south $87^{\circ} 59' 59''$ west and 144.79 feet distant from Station 176+16.98 of said main baseline; thence north $7^{\circ} 23' 20''$ west 325.77 feet to the point of ending thereof on the westerly location line of the aforesaid 1978 State highway location (L.O. 6360), said point bearing south $82^{\circ} 04' 26''$ west and being 158.59 feet distant from Station 179+58.29 of said main baseline hereinbefore described.

The easterly location line of the State highway as hereby laid out begins at a point on the northerly location line of the September 13, 1967 State highway layout in Chicopee (L.O. 5704), said point bearing north $69^{\circ} 08' 20''$ east and 553.44 feet distant from Station 117+80.46 of the main baseline hereinbefore described, and extends thence south $69^{\circ} 08' 20''$ west 360.85 feet to a point bearing north $69^{\circ} 08' 20''$ east and being 192.59 feet distant from Station 117+80.46 of the main baseline hereinbefore described and extending thence north $32^{\circ} 28' 13''$ west 109.22 feet to a point bearing north $68^{\circ} 52' 55''$ east and 172.74 feet distant from Station 118+86.69 of said main baseline; thence north $57^{\circ} 40' 28''$ west 30.81 feet to a point bearing north $69^{\circ} 18' 58''$ east and 154.30 feet distant from Station 119+12.60 of said main baseline; thence north $21^{\circ} 55' 14''$ west 698.15 feet to a point bearing north $81^{\circ} 19' 37''$ east and 65.80 feet distant from Station 126+29.52 of said main baseline; thence by a curve to the right of 3,354.20 feet radius 655.58 feet to a point bearing south $87^{\circ} 28' 29''$ east and 65.80 feet distant from Station 132+97.97 of said main baseline; thence by another curve to the right of 1,318.45 feet radius 24.79 feet to a point

bearing south $87^{\circ} 06' 37''$ east and 78.50 feet distant from Station 133+19.71 of said main baseline; thence by still another curve to the right of 3,341.50 feet radius 1,118.50 feet to a point bearing south $67^{\circ} 55' 54''$ east and 78.50 feet distant from Station 144+64.49 of said main baseline; thence north $27^{\circ} 06' 31''$ east 734.60 feet to a point bearing south $66^{\circ} 29' 03''$ east and 125.60 feet distant from Station 151+99.64 of said main baseline; thence by a curve to the right of 1,160.00 feet radius 222.33 feet to a point bearing south $66^{\circ} 29' 03''$ east and 170.64 feet distant from Station 154+17.01 of said main baseline; thence by another curve to the right of 560.00 feet radius 275.85 feet to a point bearing south $66^{\circ} 29' 03''$ east and 312.54 feet distant from Station 156+50.31 of said main baseline; thence by still another curve to the right of 1,240.00 feet radius 258.35 feet to a point bearing south $66^{\circ} 29' 03''$ east and 514.05 feet distant from Station 158+11.24 of said main baseline; thence south $50^{\circ} 06' 03''$ east 278.37 feet to a point bearing south $41^{\circ} 09' 42''$ west and 70.29 feet distant from Station 19+83.83 of auxiliary baseline "A" hereinbefore described; thence south $54^{\circ} 49' 49''$ east 167.29 feet to a point bearing south $33^{\circ} 35' 49''$ west and 63.82 feet distant from Station 18+25.40 of said auxiliary baseline "A"; thence south $66^{\circ} 49' 15''$ east 137.50 feet to a point bearing south $33^{\circ} 15' 49''$ west and 37.92 feet distant from Station 16+90.39 of said auxiliary baseline "A"; said point being identical with an angle point on the existing westerly location line of Chicopee Street laid out as a State highway on April 20, 1948 (L.O. 3585); thence following said 1948 State highway location line, as hereby re-established, south $63^{\circ} 51' 27''$ east 19.50 feet to a point bearing south $33^{\circ} 15' 49''$ west and 38.14 feet distant from Station 16+70.96 of said auxiliary baseline "A"; thence by a curve to the right of 88.38 feet radius 100.22 feet to a point bearing south $33^{\circ} 15' 49''$ west and 82.44 feet distant from Station 15+86.99 of said auxiliary baseline "A"; thence south $3^{\circ} 33' 49''$ west 19.00 feet to a point bearing south $33^{\circ} 08' 28''$ west and 98.94 feet distant from Station 15+77.80 of said auxiliary

baseline "A", thence south $85^{\circ} 16' 38''$ east 108.17 feet to a point bearing south $19^{\circ} 52' 01''$ west and 57.98 feet distant from Station 14+95.30 of said auxiliary baseline "A"; thence northerly by a curve to the left of 118.05 feet radius 13.40 feet to a point on the southerly street line of Granby Street, said street line being a portion of a 1934 county layout, said point bearing south $20^{\circ} 32' 03''$ west and 45.13 feet distant from Station 14+98.56 of said auxiliary baseline "A"; thence, leaving said westerly location line of said 1948 State highway layout, following said street line south $89^{\circ} 49' 50''$ east 195.00 feet to a point bearing south $0^{\circ} 09' 54''$ west and 25.79 feet distant from Station 13+17.34 of said auxiliary baseline "A"; thence leaving said street line, and in part crossing said street, extending north $0^{\circ} 09' 54''$ west 57.79 feet to a point bearing north $0^{\circ} 09' 54''$ west and 32.00 feet distant from Station 13+17.34 of said auxiliary baseline "A"; thence south $89^{\circ} 50' 06''$ west 82.66 feet to a point bearing north $0^{\circ} 26' 00''$ east and 31.99 feet distant from Station 14+00.33 of said auxiliary baseline "A"; thence north $64^{\circ} 43' 50''$ west 232.20 feet to a point on the easterly location line of the aforesaid 1948 State highway layout, said point bearing north $33^{\circ} 15' 49''$ east and 40.83 feet distant from Station 16+56.34 of said auxiliary baseline "A"; thence following said 1948 State highway location line, as hereby re-established, north $56^{\circ} 15' 57''$ west 146.94 feet to a point bearing north $33^{\circ} 15' 49''$ east and 42.04 feet distant from Station 18+03.28 of said auxiliary baseline "A"; thence by a curve to the right of 759.50 feet radius 165.89 feet to a point bearing north $40^{\circ} 44' 00''$ east and 51.69 feet distant from Station 19+74.86 of said auxiliary baseline "A"; thence north $16^{\circ} 11' 31''$ west 126.08 feet to a point bearing north $46^{\circ} 19' 23''$ east and 115.34 feet distant from Station 20+91.93 of said auxiliary baseline "A"; thence north $24^{\circ} 23' 17''$ west 131.30 feet to a point bearing north $51^{\circ} 27' 14''$ east and 152.18 feet distant from Station 22+29.73 of said auxiliary baseline "A"; thence north $41^{\circ} 37' 38''$ west

169.51 feet to a point bearing north $55^{\circ} 45' 01''$ east and 136.71 feet distant from Station 24+09.38 of said auxiliary baseline "A"; thence north $56^{\circ} 41' 47''$ west 83.37 feet to a point bearing north $57^{\circ} 40' 23''$ east and 103.58 feet distant from Station 24+89.92 of said baseline "A"; thence leaving said 1948 easterly location line and extending north $5^{\circ} 07' 35''$ west 415.37 feet to a point bearing south $71^{\circ} 54' 54''$ east and 229.09 feet distant from Station 164+60.16 of the aforementioned main baseline; thence north $7^{\circ} 52' 15''$ east 1,076.66 feet to a point bearing south $89^{\circ} 31' 32''$ east and 202.30 feet distant from Station 174+74.45 of said main baseline; thence north $6^{\circ} 00' 07''$ west 760.15 feet to a point bearing north $78^{\circ} 00' 31''$ east and 199.05 feet distant from Station 181+92.43 of said main baseline; thence south $45^{\circ} 32' 00''$ west 77.50 feet to the point of ending thereof, on the easterly location line of the aforesaid 1978 State highway location (L.O. 6360), said point bearing north $78^{\circ} 42' 10''$ east and 133.92 feet distant from Station 181+52.44 of said main baseline hereinbefore described.

The location lines of the State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, point of curvature and at points of beginning and ending thereof, where feasible, and at an intermediate point on the easterly location line bearing south $81^{\circ} 17' 17''$ east and 173.53 feet distant from Station 170+00.00 of the main baseline hereinbefore described.

The right of access to and egress from the State highway location is limited, being permitted across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said State highway location is allowed:
 - a. Across the line defining the southerly end thereof for its entire length.

- b. Across the line defining the northerly end thereof for its entire length.
 - c. Across the easterly location line between a point thereon bearing south $33^{\circ} 08' 25''$ west and 98.94 feet distant from Station 15+77.80 of auxiliary baseline "A" hereinbefore described and a point thereon bearing north $0^{\circ} 09' 54''$ west and 32.00 feet distant from Station 13+17.34 of said auxiliary baseline "A".
 - d. Across the easterly location line between a point thereon bearing north $50^{\circ} 35' 02''$ east and 143.20 feet distant from Station 21+92.97 of auxiliary baseline "A" hereinbefore described and a point thereon bearing north $57^{\circ} 40' 23''$ east and 103.58 feet distant from Station 24+89.92 of said auxiliary baseline "A".
 - e. Across the westerly location line between a point thereon bearing south $74^{\circ} 48' 50''$ west and 49.72 feet distant from Station 36+73.47 of auxiliary baseline "A" hereinbefore described and a point thereon bearing south $73^{\circ} 46' 20''$ west and 40.00 feet distant from Station 40+00.00 of said auxiliary baseline "A".
2. Access to and egress from said location is allowed at ground level only:
- a. Across the easterly location line between a point thereon bearing north $80^{\circ} 19' 37''$ east and 65.80 feet distant from Station 126+29.52 of the main baseline hereinbefore described and a point thereon bearing north $83^{\circ} 33' 45''$ east and 65.80 feet distant from Station 127+62.97 of said main baseline.

- b. Across the easterly location line between a point thereon bearing north $87^{\circ} 33' 34''$ east and 65.80 feet distant from Station 130+01.65 of the main baseline hereinbefore described and a point thereon bearing south $86^{\circ} 27' 15''$ east and 78.50 feet distant from Station 133+58.59 of said main baseline.
- c. Across the easterly location line between a point thereon bearing south $84^{\circ} 54' 39''$ east and 78.50 feet distant from Station 134+51.00 of the main baseline hereinbefore described and a point thereon bearing south $67^{\circ} 55' 54''$ east and 78.50 feet distant from Station 144+64.49 of said main baseline.
- d. Across the westerly location line between a point thereon bearing south $87^{\circ} 27' 14''$ west and 78.50 feet distant from Station 129+95.35 of the main baseline hereinbefore described and a point thereon bearing south $89^{\circ} 37' 40''$ west and 78.50 feet distant from Station 131+25.00 of said main baseline.
- e. Across the westerly location line between a point thereon bearing north $89^{\circ} 02' 56''$ west and 77.35 feet distant from Station 132+04.00 of the main baseline hereinbefore described and a point thereon bearing north $79^{\circ} 28' 58''$ west and 62.11 feet distant from Station 137+75.00 of said main baseline.

3. Access to and egress from said location is allowed the Boston and Maine Corporation, its successors or assigns, for railroad purposes only:

- a. Across the easterly location line between a point thereon bearing south $86^{\circ} 27' 15''$ east and 78.50 feet distant from Station 133+58.59 of the main baseline hereinbefore described and a point thereon bearing south $84^{\circ} 54' 39''$ east and 78.50 feet distant from Station 134+51.00 of said main baseline.
 - b. Across the westerly location line between a point thereon bearing south $89^{\circ} 37' 40''$ west and 78.50 feet distant from Station 131+25.00 of the main baseline hereinbefore described and a point thereon bearing north $89^{\circ} 02' 56''$ west and 77.35 feet distant from Station 132+04.00 of said main baseline.
 - c. Across the westerly location line between a point thereon bearing north $79^{\circ} 28' 58''$ west and 62.11 feet distant from Station 137+75.00 of the main baseline hereinbefore described and a point thereon bearing north $77^{\circ} 19' 18''$ west and 72.16 feet distant from Station 139+04.00 of said main baseline.
4. Access to and egress from said State highway location is allowed at turnpike level only within the limits of the existing Massachusetts Turnpike Location as shown on the plan hereinafter referred to and further described as follows:
- a. Across the easterly location line between a point thereon bearing north $87^{\circ} 51' 43''$ east and 187.88 feet distant from Station 176+24.92 of the main baseline hereinbefore described and a point thereon bearing north $78^{\circ} 00' 31''$ east and 199.05 feet distant from Station 181+92.43 of said main baseline.

- b. Across the westerly location line between a point thereon bearing south $87^{\circ} 59' 59''$ west and 144.79 feet distant from Station 176+16.98 of the main baseline hereinbefore described and a point thereon bearing south $82^{\circ} 04' 26''$ west and 158.59 feet distant from Station 179+58.29 of said main baseline.

5. Access to and egress from said location is allowed abutters for residential purposes only:

- a. Across the easterly location line between a point thereon bearing north $33^{\circ} 35' 49''$ east and 40.83 feet distant from Station 16+56.34 of auxiliary baseline "A" hereinbefore described and a point thereon bearing north $50^{\circ} 35' 02''$ east and 143.20 feet distant from Station 21+92.97 of said auxiliary baseline "A".

6. Access to and egress from said location is allowed the City of Chicopee for purposes of maintaining the dike, described as follows:

- a. Across the easterly location line between a point thereon bearing south $67^{\circ} 55' 54''$ east and 78.50 feet distant from Station 144+64.49 of the main baseline hereinbefore described and a point thereon bearing south $66^{\circ} 29' 03''$ east and 88.97 feet distant from Station 146+16.18 of said main baseline.
- b. Across the westerly location line between a point thereon bearing north $69^{\circ} 44' 26''$ west and 129.41 feet distant from Station 143+56.52 of the main baseline hereinbefore described and a point thereon bearing north $68^{\circ} 48' 02''$ west and 143.41 feet distant from Station 144+12.63 of said main baseline.

Lines across which transit is not allowed, are hereby established within the limits of the State highway laid out as hereinbefore described, as follows:

- a. Beginning at a point on the easterly location line of the State highway hereby laid out at a point bearing north $81^{\circ} 19' 37''$ east and 65.80 feet distant from Station 126+29.52 of the main baseline hereinbefore described and extending thence leaving said location line, north $21^{\circ} 55' 14''$ west 127.15 feet; thence north $68^{\circ} 43' 25''$ east 32.47 feet to the point of ending thereof on said easterly location line, said point bearing north $83^{\circ} 33' 45''$ east and being 65.80 feet distant from Station 127+62.97 of said main baseline.
- b. Beginning at a point on the easterly location line of the State highway hereby laid out at a point bearing north $57^{\circ} 40' 23''$ east and 103.58 feet distant from Station 24+89.92 of auxiliary baseline "A" hereinbefore described and extending thence leaving said location line, south $5^{\circ} 07' 35''$ east 60.00 feet; thence southerly by a curve to the right of 560.00 feet radius, 310.62 feet to the point of ending thereof, said point bearing north $47^{\circ} 31' 12''$ east and being 68.00 feet distant from Station 21+17.00 of said auxiliary baseline "A".

The restrictions of access-egress imposed under the aforesaid 1978 State highway layout in the City of Chicopee (L.O. 6360) is hereby voided insofar as applicable to that portion of the line defining the southerly end thereof, extending between a point thereon bearing south $82^{\circ} 04' 26''$ west and 158.59 feet from Station 179+58.29 of the main baseline hereinbefore described and a point bearing north $78^{\circ} 42' 10''$ east and 133.92 feet distant from Station 181+52.44 of said main baseline.

The above described access-egress items are more particularly shown on the plan hereinafter referred to.

The foregoing restriction of access-egress shall not be construed in any way limiting the normal use of the waters of the Chicopee River.

In connection with the laying out of the State highway in the location hereinbefore described, it is necessary to lay out a section of highway in behalf of the City of Chicopee and said section of highway is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

Section 1

The section of highway hereby laid out in behalf of the City of Chicopee consists of establishing a location for the relocation of Poland Road, about 1,226 feet in length and more fully described as follows:

The northerly location line of said first section of City highway as hereby laid out begins at a point on the westerly location line of the State highway laid out as hereinbefore described, said point bearing south $73^{\circ} 46' 20''$ west and 45.05 feet distant from Station 37+58.59 of auxiliary baseline "A" hereinbefore described; and extends thence by a curve to the right of 24.00 feet radius 36.72 feet to a point bearing north $16^{\circ} 39' 00''$ west and 18.00 feet distant from Station 0+68.63 of auxiliary baseline "B", hereinbefore described; thence south $73^{\circ} 21' 00''$ west 411.65 feet to a point bearing north $51^{\circ} 36' 37''$ west and 35.17 feet distant from Station 4+62.36 of said auxiliary baseline "B"; thence south $5^{\circ} 35' 29''$ west 513.08 feet to a point bearing north $84^{\circ} 39' 36''$ west and 20.01 feet distant from Station 9+58.14 of said auxiliary baseline "B"; thence by a curve to the right of 13,792.28 feet radius 72.26 feet to a point bearing south $88^{\circ} 41' 53''$ west and 24.71 feet distant from Station 10+27.70 of said auxiliary baseline "B"; thence south $8^{\circ} 31' 55''$ east 60.60 feet to a point bearing south $83^{\circ} 08' 00''$ west and 20.00 feet distant from Station 10+85.97 of said auxiliary baseline "B"; thence south $6^{\circ} 52' 00''$ east 129.16 feet to a point bearing south $83^{\circ} 08' 00''$ west and 20.00 feet distant

from Station 12+15.12 of said auxiliary baseline "B"; thence by a curve to the right of 80.00 feet radius 47.29 feet to a point bearing north $63^{\circ} 00' 00''$ west and 20.00 feet distant from Station 12+74.23 of said auxiliary baseline "B"; thence south $63^{\circ} 00' 00''$ east 52.22 feet to the point of ending thereof on the westerly location line of the State highway hereby laid out as hereinbefore described, said point bearing south $63^{\circ} 00' 00''$ east and 32.22 feet distant from Station 12+74.23 of said auxiliary baseline "B".

The southerly location line of said first section of City highway as hereby laid out begins at a point on the westerly location line of the State highway laid out as hereinbefore described, said point bearing south $74^{\circ} 48' 50''$ west and 49.72 feet distant from Station 36+35.46 of auxiliary baseline "A" hereinbefore described, and extends thence by a curve the left of 22.00 feet radius 26.26 feet to a point bearing south $16^{\circ} 39' 00''$ east and 22.00 feet distant from Station 0+63.40 of auxiliary baseline "B" hereinbefore described; thence south $73^{\circ} 21' 00''$ west 363.16 feet to a point bearing south $17^{\circ} 53' 04''$ east and 21.99 feet distant from Station 4+27.04 of said auxiliary baseline "B", thence by a curve to the left of 40.00 feet radius 47.30 feet to a point bearing south $84^{\circ} 24' 31''$ east and 20.00 feet distant from Station 4+98.86 of said auxiliary baseline "B", thence south $5^{\circ} 35' 29''$ west 168.88 feet to a point bearing south $84^{\circ} 24' 31''$ east and 20.00 feet distant from Station 6+67.75 of said auxiliary baseline "B"; thence south $84^{\circ} 24' 31''$ east 11.85 feet to a point bearing south $84^{\circ} 24' 31''$ east and 31.85 feet distant from Station 6+67.75 of said auxiliary baseline "B"; thence south $4^{\circ} 19' 00''$ east 25.00 feet to a point of ending thereof on the northerly street line of existing Poland Road, said point bearing south $84^{\circ} 24' 31''$ east and 36.15 feet distant from Station 6+92.37 of said auxiliary baseline "B"; thence beginning again at a point on the southerly street line of existing Poland Road, said point bearing south

84° 24' 31" east and 20.00 feet distant from Station 7+15.50 of said auxiliary baseline "B", and extending thence south 5° 35' 29" west 206.35 feet to a point bearing south 84° 24' 31" east and 20.00 feet distant from Station 9+21.85 of said auxiliary baseline "B", thence south 84° 24' 31" east and 6.80 feet to a point on the westerly location line of the State highway laid out as hereinbefore described, said point bearing south 84° 24' 31" east and 26.80 feet distant from Station 9+21.85 of said auxiliary baseline "B"; thence following said westerly location line of the State highway as hereby laid out south 0° 52' 00" east 361.34 feet to a point of ending thereof, said point bearing south 63° 00' 00" east and 32.22 feet distant from Station 12+74.23 of said auxiliary baseline "B", said point marking the point of ending of the hereinbefore described northerly location line.

The location lines of the section of highway hereby laid out in behalf of the City of Chicopee are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

In connection with the laying out of the State highway in the location hereinbefore described, it is necessary to take certain land outside the limits of said location which would otherwise constitute an uneconomic remnant. Said land is hereby taken, in fee simple, under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken. Said land is shown as Parcels 9-30-UR, 9-33-UR, 9-56-UR and 9-91-UR on the plan hereinafter referred to and described as follows:

Parcel 9-30-UR - A parcel of land supposed to be owned by the heirs of Petronela Wilczak and bounded; westerly by other land now or formerly of said

Wilczak and the Commonwealth of Massachusetts about 62 feet, northerly by Leonard Street about 45 feet, easterly by land now or formerly of Albert Slusarz about 60 feet, and southerly by land now or formerly of William R. Marino, et ux and by the Commonwealth of Massachusetts about 60 feet, containing about 3,236 square feet.

Parcel 9-33-UR - A parcel of land supposedly owned by Henry A. Regula and bounded southerly by Leonard Street about 80 feet, westerly by land now or formerly of the Commonwealth of Massachusetts and by other land of said Regula, in two courses, for a total of about 75 feet, northerly by Exchange Street about 75 feet, westerly by land now or formerly of Thomas F. Carlton et ux about 54 feet, containing about 5119 feet.

Parcel 9-56-UR - A parcel of land supposed to be owned by Joseph and Victoria E. Wegrzniak adjoining the northerly location line of Chicopee Street hereinbefore described between points thereon about opposite Station 26+18 and Station 28+34 of the auxiliary baseline "A" hereinbefore described, bounded westerly by said State highway location about 192 feet, northerly by land of Katherine M. Boyrs and Alice V. Jedziniak about 368 feet, southerly and easterly in four courses by land of Francis M. Gucfa, Bertha Zabik, Richard and Bertha M. Szlachetka, and the Commonwealth of Massachusetts about 114 feet, 154 feet, 20 feet and about 49 feet respectively; containing about 31,645 square feet.

Parcel 9-91-UR - A parcel of land supposed to be owned by Edwin Malinkowski adjoining the easterly location line of the State highway hereinbefore described between points thereon about opposite Stations 174+73 and 176+21 of the main baseline hereinbefore described, bounded westerly, in two courses, by said State highway location about 5 feet and 160 feet; northerly in three courses, by land of the Massachusetts Turnpike Authority about 147 feet, 106 feet and 186 feet, easterly by land of

Charles J. Niejadlik et ux, John F. Jamrog et ux, Walter A. Kwarcinski et ux, and Walter S. Piela, Jr. et ux for a total distance of about 292 feet, southerly by land of Jeremiah J. Boucher, Jr. et ux and the Commonwealth of Massachusetts for a total distance of about 461 feet; containing about 1.95 acres.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 9-C-1 to 9-C-7 inclusive, for the purpose of relocating and improving a portion of the Chicopee River. Said easements consist of the right to enter upon said land at any time to widen, deepen, straighten and/or relocate existing channels of said river within the limits of said parcels.

Parcel 9-C-1 - A parcel of land known as the south channel of the Chicopee River supposed to be owned by Owner Unknown adjoining the easterly location line of the State highway, hereinbefore described, between points thereon about opposite Stations 144+83 and 148+43 of the main baseline hereinbefore described, bounded westerly by said State highway location about 364 feet, northerly by land of the Quinnehtuk Power Company about 525 feet, said measurement being along the high water elevation, easterly by land of the Quinnehtuk Company about 90 feet and southerly by land of the Quinnehtuk Company about 740 feet; said measurement being partially along the high water elevation; containing about 1.6 acres.

Parcel 9-C-2 - A parcel of land known as the north channel of the Chicopee River supposed to be owned by Owner Unknown adjoining the easterly location line of the State highway, hereinbefore described, between points thereon about opposite Stations 149+78 and 151+28 and between points thereon about opposite Stations 154+95 and 155+47 of the main baseline, hereinbefore described, bounded westerly and northerly by said State highway location, by land of the Commonwealth of Massachusetts and by land of the Western Mass Electric Co. for a total distance of about 1,850 feet, said measurement being partially along the high water elevation, easterly by other

land of the Commonwealth of Massachusetts and by other land of Owner Unknown for a total distance of about 810 feet, said measurement being partially along the high water elevation, southerly by land of the Quinnehtuk Co. about 1,030 feet, said measurement being along the high water elevation; containing about 2.9 acres.

Parcel 9-C-3 - A parcel of land supposed to be owned by the Quinnehtuk Co. adjoining the easterly location line of the State highway, hereinbefore described, between points thereon about opposite Stations 148+43 and 149+79 of the main baseline, hereinbefore described, bounded westerly by said State highway location about 137 feet, northerly by land of owner unknown about 1,030 feet, said last measurements being along the high water elevation, easterly by land of Owner Unknown about 17 feet, southerly along other land of the Quinnehtuk Co. and along land of Owner Unknown for a total distance of about 1,125 feet, said last measurement being partially along high water elevation, containing about 1.5 acres.

Parcel 9-C-4 - A parcel of land supposed to be owned by Western Mass Electric Company adjoining the easterly location line of the State highway, hereinbefore described, between points thereon about opposite Stations 155+40 and 157+90 of the main baseline, hereinbefore described, bounded westerly and northerly by said State highway location about 360 feet, easterly and southerly by Owner Unknown about 560 feet, said last measurement being along high water elevation; containing about 0.4 acres.

Parcel 9-C-5 - A parcel of land supposed to be owned by Owner Unknown adjoining the westerly location line of the State highway, hereinbefore described, between points thereon about opposite Stations 143+84 and 145+49 of the main baseline, hereinbefore described, bounded westerly by land of Owner Unknown about 175 feet, northerly by land of Western Mass Electric Company and by land of Boston and Main Corporation for a total distance of about 180 feet, said last measurement being along the high water elevation, easterly along said State highway location about 175 feet,

southerly along land of Boston and Maine Corporation and by land of Moore Drop Forging Company for a total distance of about 180 feet, said last measurement being along the high water elevation; containing about 0.7 acres.

Parcel 9-C-6 - A parcel of land supposed to be owned by the Commonwealth of Massachusetts adjoining the easterly location line of the State highway hereinbefore described, between points thereon about opposite Stations 151+34 and 155+17 of the main baseline hereinbefore described and bounded, westerly by said location line about 392 feet, northerly by land of Owner Unknown about 330 feet, southeasterly by land of owner unknown about 425 feet; containing about 1.5 acres.

Parcel 9-C-7 - A parcel of land supposed to be owned by Owner Unknown adjacent to the westerly location line of the State highway hereinbefore described between points thereon about opposite Stations 155+15 and 156+28 of the main baseline hereinbefore described and bounded, westerly by land of Owner Unknown about 105 feet, northerly by land of Owner Unknown and by land of the Boston and Maine Corporation about 130 feet, easterly by said location line about 120 feet, southerly by other land of the Boston and Maine Corporation and by land of Owner Unknown about 130 feet; containing about 0.4 acres.

Easements are hereby taken on behalf of the City of Chicopee in the parcels of land shown on the plan hereinafter referred to as Parcels 9-SS-1-C and 9-SS-2-C for the purpose of installing sanitary sewage facilities and consists of the right to enter upon said land at any time to install, use and maintain said facilities and related appurtenances thereto.

Parcel 9-SS-1-C - A parcel of land supposed to be owned by Chicopee Center Legion Home, Inc. adjoining the easterly location line of the State highway, hereinbefore described between points thereon about opposite Stations 131+70 and 131+90 of the main baseline, hereinbefore described, bounded westerly by said State highway location about 20 feet; northerly by land of Eugene F. and Joanne M. Tryba about

15 feet, easterly and southerly, in two courses, by other land of said American Legion Home about 12 feet and 13 feet; containing about 200 square feet.

Parcel 9-SS-2-C - A parcel of land supposed to be owned by the Chicopee Center Legion Home, Inc. adjoining the easterly location line of the State highway, hereinbefore described, between points thereon about opposite Stations 132+50 and 133+20 of the main baseline, hereinbefore described, bounded westerly and northerly in two courses, by said State highway location about 47 feet and 25 feet, northerly by Front Street about 40 feet, easterly by other land of said American Legion Home about 117 feet, southerly by land of the Commonwealth of Massachusetts about 24 feet; containing about 2200 square feet.

A temporary easement is hereby taken for the construction, operation and maintenance of a detour for the Massachusetts Turnpike made necessary by the construction of a bridge under the Massachusetts Turnpike. Said detour extends between Station 42+00 and Station 63+00 of the main baseline of the Massachusetts Turnpike and will be located within the limits of said temporary easement and on other land owned by the Commonwealth of Massachusetts, Department of Public Works.

The no access provisions for the northerly Turnpike location line along the detour will be temporarily suspended during the use of the detour but will automatically be reinstated when the use of the detour ceases.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 9-TW-1 and 9-TW-2, for the purpose of constructing retaining walls and consist of the right to enter upon said land at any time during the effective period of said easement and to construct retaining walls thereon. Said easement is temporary in nature and is to be in effect only until three (3) years from the date of this instrument.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 9-TS-4 to 9-TS-8 inclusive, and Parcel 9-TS-13, for the purpose of constructing slopes of excavation or embankment and consist of the right to enter upon said land at any time during the effective period of the easements and to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until three (3) years from the date of this instrument.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 9-TE-3 to 9-TE-5 inclusive, for the purpose of performing certain construction. Said easements consist of the right to enter upon said land at any time during the effective period of the easements to effect said construction. Said easements are temporary in nature and are to be in effect only until three (3) years from the date of this instrument.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 9-RT-1 and 9-RT-3 for the purpose of removing structures located partly within the limits of the layout hereinbefore described such as a building, garage or house trailer, and consist of the right to enter upon said land at any time during the effective period of the easements to remove therefrom said structures or portions thereof now located thereon. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are taken has been accomplished but in no event in effect for more than three (3) years from the date of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land, not already owned by the

Commonwealth, outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, with the exception of Parcels 9-E-4, 9-E-5 and 9-E-6 in which easements for highway purposes are hereby taken, the supposed owners of Parcels 9-1 to 9-39 inclusive, Parcel 9-42, Parcels 9-44 to 9-62 inclusive, Parcels 9-64 to 9-91 inclusive, Parcels 9-196 to 9-197 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

Rights of access to and egress from an existing public way is hereby taken from the owners of land abutting Chicopee Street and Chicopee Terrace at the locations indicated on the plan hereinafter referred to as Parcels 9-AT-3, 9-AT-4, 9-AT-8 and 9-AT-9, except as noted in Item 5 of the access-egress provisions hereinbefore contained. The supposed owners of said lands are set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, in behalf of the City of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, Parcels 9-1-C to 9-3-C inclusive, and Parcels 9-8-C and 9-20-C, shown on the plan

hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee, Hampden County Laid Out as a State Highway by the Department of Public Works November 8, 1978 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-1	Jennie M. Keller	1,070 Sq.Ft.
9-2	Commonwealth of Massachusetts (DPW)	24,856 Sq.Ft.
9-3	Commonwealth of Massachusetts (DPW)	14,653 Sq.Ft.
9-4	Commonwealth of Massachusetts (DPW)	13,750 Sq.Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-5	Commonwealth of Massachusetts (DPW)	7,245 Sq.Ft.
9-6	Commonwealth of Massachusetts (DPW)	7,875 Sq.Ft.
9-7	Commonwealth of Massachusetts (DPW)	19,080 Sq.Ft.
9-8	Commonwealth of Massachusetts (DPW)	5,000 Sq.Ft.
9-9	Commonwealth of Massachusetts (DPW)	15,019 Sq.Ft.
9-10	Commonwealth of Massachusetts (DPW)	8,246 Sq.Ft.
9-11	Commonwealth of Massachusetts (DPW)	8,246 Sq.Ft.
9-12	Commonwealth of Massachusetts (DPW)	7,775 Sq.Ft.
9-13	Commonwealth of Massachusetts (DPW)	8,680 Sq.Ft.
9-14	Commonwealth of Massachusetts (DPW)	4,104 Sq.Ft.
9-15	Commonwealth of Massachusetts (DPW)	4,104 Sq.Ft.
9-16	Commonwealth of Massachusetts (DPW)	8,208 Sq.Ft.
9-17	Commonwealth of Massachusetts (DPW)	14,329 Sq.Ft.
9-18	Commonwealth of Massachusetts (DPW)	4,474 Sq.Ft.
9-19	Commonwealth of Massachusetts (DPW)	3,097 Sq.Ft.
9-20	Commonwealth of Massachusetts (DPW)	1,355 Sq.Ft.
9-21	Commonwealth of Massachusetts (DPW)	8,892 Sq.Ft.
9-22	Commonwealth of Massachusetts (DPW)	22,804 Sq.Ft.
9-23	Commonwealth of Massachusetts (DPW)	4,370 Sq.Ft.
9-24	Estate of Steve Kuklinski	4,370 Sq.Ft.
9-25	Commonwealth of Massachusetts (DPW)	7,591 Sq.Ft.
9-26	Commonwealth of Massachusetts (DPW)	1,762 Sq.Ft.
9-27	Commonwealth of Massachusetts (DPW)	2,480 Sq.Ft.
9-28	Commonwealth of Massachusetts (DPW)	4,998 Sq.Ft.
9-29	Commonwealth of Massachusetts (DPW)	7,409 Sq.Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-30	Heirs of Petronela Wilczak	364 Sq.Ft.
9-30-UR	Heirs of Petronela Wilczak	3,236 Sq.Ft.
9-31	Commonwealth of Massachusetts (DPW)	2,435 Sq.Ft.
9-32	Commonwealth of Massachusetts (DPW)	2,450 Sq.Ft.
9-33	Henry A. Regula	97 Sq.Ft.
9-33-UR	Henry A. Regula	5,119 Sq.Ft.
9-34	Commonwealth of Massachusetts (DPW)	10,640 Sq.Ft.
9-35	Chicopee Center Legion Home, Inc.	9,657 Sq.Ft.
9-36	Commonwealth of Massachusetts (DPW)	63,135 Sq.Ft.
9-37	Commonwealth of Massachusetts (DPW)	8,211 Sq.Ft.
9-38	Owner Unknown	5,750 Sq.Ft.
9-39	Commonwealth of Massachusetts (DPW)	3,508 Sq.Ft.
9-42	Commonwealth of Massachusetts (DPW)	2.14 Acres
9-44	Quinnehtuk Company	2,352 Sq.Ft.
9-45	Quinnehtuk Company	2.4 Acres
9-46	Commonwealth of Massachusetts (DPW)	9.2 Acres
9-47	Owner Unknown	2,775 Sq.Ft.
9-48	Commonwealth of Massachusetts (DPW)	12,000 Sq.Ft.
9-49	J. F. Partyka & Son, Inc.	658 Sq.Ft.
9-50	J. F. Partyka & Son, Inc.	996 Sq.Ft.
9-51	Commonwealth of Massachusetts (DPW)	1,057 Sq.Ft.
9-52	Commonwealth of Massachusetts (DPW)	4,830 Sq.Ft.
9-53	Bertha Zabik	163 Sq.Ft.
9-54	Commonwealth of Massachusetts (DPW)	2,214 Sq.Ft.
9-55	Commonwealth of Massachusetts (DPW)	8,468 Sq.Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-56	Victoria E. Wegrzyniak	20,925 Sq.Ft.
9-56-UR	Victoria E. Wegrzyniak	31,645 Sq.Ft.
9-57	Alice V. Jedziniak	0.44 Acres
9-58	Commonwealth of Massachusetts (DPW)	14,163 Sq.Ft.
9-59	Commonwealth of Massachusetts (DPW)	12,235 Sq.Ft.
9-60	Commonwealth of Massachusetts (DPW)	13,230 Sq.Ft.
9-61	Commonwealth of Massachusetts (DPW)	29,438 Sq.Ft.
9-62	City of Chicopee	3.6 Acres
9-64	Commonwealth of Massachusetts (DPW)	5,001 Sq.Ft.
9-65	Commonwealth of Massachusetts (DPW)	4.0 Acres
9-66	Commonwealth of Massachusetts (DPW)	15,455 Sq.Ft.
9-67	Commonwealth of Massachusetts (DPW)	1.21 Acres
9-68	Commonwealth of Massachusetts (DPW)	2,500 Sq.Ft.
9-69	Commonwealth of Massachusetts (DPW)	8,910 Sq.Ft.
9-70	Commonwealth of Massachusetts (DPW)	10,740 Sq.Ft.
9-71	Commonwealth of Massachusetts (DPW)	6,060 Sq.Ft.
9-72	Commonwealth of Massachusetts (DPW)	8,073 Sq.Ft.
9-73	City of Chicopee	5,400 Sq.Ft.
9-74	Commonwealth of Massachusetts (DPW)	14,905 Sq.Ft.
9-75	Commonwealth of Massachusetts (DPW)	3,630 Sq.Ft.
9-76	Commonwealth of Massachusetts (DPW)	4,988 Sq.Ft.
9-77	Commonwealth of Massachusetts (DPW)	5,114 Sq.Ft.
9-78	Commonwealth of Massachusetts (DPW)	20,100 Sq.Ft.
9-79	Commonwealth of Massachusetts (DPW)	5,362 Sq.Ft.
9-80	Commonwealth of Massachusetts (DPW)	9,347 Sq.Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-81	Commonwealth of Massachusetts (DPW)	15,070 Sq.Ft.
9-82	Commonwealth of Massachusetts (DPW)	14,735 Sq.Ft.
9-83	City of Chicopee	5.7 Acres
9-84	Commonwealth of Massachusetts (DPW)	5,350 Sq.Ft.
9-85	Commonwealth of Massachusetts (DPW)	4,541 Sq.Ft.
9-86	Commonwealth of Massachusetts (DPW)	4,123 Sq.Ft.
9-87	Commonwealth of Massachusetts (DPW)	24,247 Sq.Ft.
9-88	Somno, Incorporated	11,568 Sq.Ft.
9-89	Mary Cyran	980 Sq.Ft.
9-90	Frank W. Curylo and Janina E. Curylo H/W	200 Sq.Ft.
9-91	Edwin J. Malikowski and Josephine A. Malikowski H/W	0.50 Acres
9-91-UR	Edwin J. Malikowski and Josephine A. Malikowski H/W	1.95 Acres
9-146	Owner Unknown (South Branch, Chicopee River)	2.8 Acres
9-147	Owner Unknown (North Branch, Chicopee River)	2.2 Acres
9-148	Owner Unknown	3.4 Acres
9-196	Commonwealth of Massachusetts (DPW)	1,810 Sq.Ft.
9-197	Chicopee Center Legion Home, Inc.	467 Sq.Ft.
9-AT-3	J. F. Partyka & Son, Incorporated	
9-AT-4	City of Chicopee	
9-AT-8	John Plachta	
9-AT-9	Mieczyslaw Nowak and Helena Nowak H/W	
9-1-C	Commonwealth of Massachusetts (DPW)	13,555 Sq.Ft.
9-2-C	Somno, Incorporated	26,955 Sq.Ft.
9-3-C	Mary Cyran	104 Sq.Ft.
9-8-C	City of Chicopee	3,430 Sq.Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-20-C	City of Chicopee	11,444 Sq.Ft.
9-C-1	Owner Unknown	1.6 Acres
9-C-2	Owner Unknown	2.9 Acres
9-C-3	Quinnehtuk Company	1.5 Acres
9-C-4	Owner Unknown	0.4 Acres
9-C-5	Owner Unknown	0.7 Acres
9-C-6	Commonwealth of Massachusetts (DPW)	1.5 Acres
9-C-7	Owner Unknown	0.4 Acres
9-MT-1	Massachusetts Turnpike Authority	5.5 Acres
9-E-4	Boston and Maine Corporation	18,375 Sq.Ft.
9-E-5	Quinnehtuk Company	9,723 Sq.Ft.
9-E-6	Quinnehtuk Company	3,309 Sq.Ft.
9-SS-1-C	Chicopee Center Legion Home, Inc.	200 Sq.Ft.
9-SS-2-C	Chicopee Center Legion Home, Inc.	2,200 Sq.Ft.
9-TS-4	Somno, Incorporated	6,200 Sq.Ft.
9-TS-5	Mary Cyran	3,300 Sq.Ft.
9-TS-6	Frank W. Curylo and Janina E. Curylo H/W	1,700 Sq.Ft.
9-TS-7	Frank W. Curylo and Janina E. Curylo H/W	4,500 Sq.Ft.
9-TS-8	Boston and Maine Corporation	9,600 Sq.Ft.
9-TS-13	Mieczyslaw Nowak and Helena Nowak H/W	1,360 Sq.Ft.
9-TE-3	Chicopee Center Legion Home, Inc.	800 Sq.Ft.
9-TE-4	Chicopee Center Legion Home, Inc.	700 Sq.Ft.
9-TE-5	Boston and Maine Corporation	5,170 Sq.Ft.
9-TW-1	J. F. Partyka & Son, Inc.	1,800 Sq.Ft.
9-TW-2	J. F. Partyka & Son, Inc.	3,450 Sq.Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-RT-1	Boston and Maine Corporation	1,800 Sq.Ft.
9-RT-3	Industrial Buildings Corporation	43,050 Sq.Ft.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

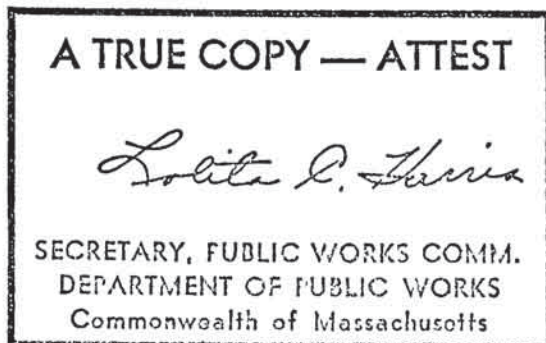
It is therefore

Voted: That said new or existing way as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out said sections of City Way in accordance with said plan.

Dated at Boston this EIGHTH DAY OF NOVEMBER, 1978



/s/ John J. Carroll	Members
/s/ Peter E. Donadio	of the
/s/ Thomas G. Barlow	Public
/s/ Charles H. Franklin, Jr.	Works
	Commission

ayout Engineer

1979

Chicopee



STATE LAYOUT PLAN #6398
Federal Aid Project No. I-391-3(4)8
I-391 Additional taking on Chicopee St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 184 PAGE 44

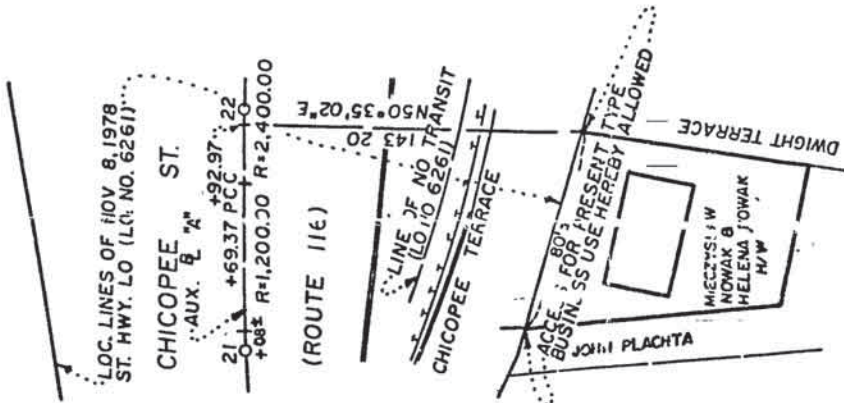
INDEXING

STATE LAYOUT PLAN #6261

Image Info SH54017 Chicopee

Image Info SH54017 I-391

CHICOPEE - 1979 ALTERATION - ONE SHEET
FED. AID PROJ. NO. I-391-3(4)8
(LIMITED ACCESS)
LAYOUT NO. 6398



Notes: THE ALTERATION CONSISTS ONLY OF REVISING THE LIMITED ACCESS PROVISIONS OF THE NOV 8, 1978 STATE HIGHWAY LAYOUT (LAYOUT NO. 6261) AS SHOWN ON THIS PLAN



I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.



9/15/78
DATE

Signature
SIGNATURE

THIS CERTIFIES THAT THE LOCATION OF THE HIGHWAY HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT SAID HIGHWAY AS ALTERED WAS LAID OUT AND TAKEN CHARGE OF AS A LIMITED ACCESS STATE HIGHWAY BY THE DEPARTMENT OF PUBLIC WORKS ON MAY 2, 1979 IN ACCORDANCE WITH CHAPTER 81 OF THE GENERAL LAWS AS AMENDED BY SECTION 7-C INSERTED BY CHAPTER 397 OF THE ACTS OF 1943.

Signature
Signature
Signature

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

A TRUE COPY — ATTEST

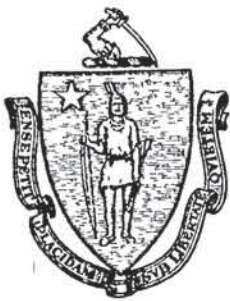
Signature

SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE CITY OF
CHICOPEE

HAMPDEN COUNTY
ALTERED AND LAID OUT AS A STATE HIGHWAY
BY THE DEPARTMENT OF PUBLIC WORKS

MAY 2, 1979
SCALE: 80 FEET TO THE INCH
Signature
CHIEF ENGINEER LAYOUT NO. 6398



The Commonwealth of Massachusetts
Department of Public Works

100 Nashua Street, Boston 14 REC'D COUNTY COMMS.

MAY 22 2 37 PM '79

May 16, 1979
COUNTY
OF
HAMPDEN

CHICOPEE
L. O. No. 6398

Edward G. Shea, Clerk
Clerk of Courts
Hampden County Court
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 2, 1979, alter the location of a section of State highway laid out in the City of Chicopee in the year 1978

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,
Lolita C. Harris

LOLITA C. HARRIS

Secretary.
Public Works Commission

Registered May 17

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

Chicopee
Layout No. 6398

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of November 8, 1978 (Layout No. 6261) lay out and take charge of as a limited access State highway a road in the City of Chicopee, County of Hampden, known as Interstate Route 391 as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County and in the office of the City Clerk of said City; and

Whereas, it now appears advisable to make certain changes in the limited access provisions of a portion of the easterly location line of the aforesaid State highway layout;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the limited access provisions of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The baseline used for this alteration is a portion of auxiliary baseline "A" of the aforesaid State highway layout and the stations hereinafter referred to are points thereon.

The limited access provisions of the aforesaid 1978 State highway layout are hereby revised insofar as applicable to the easterly location line thereof, to allow access to and egress from said State highway location for present type

business use, across said location line, between a point thereon opposite about station 21 + 08 and a point thereon bearing north $50^{\circ}35' 02''$ east and being 143.20 feet distant from station 21 + 92.97.

The above access-egress item is more particularly shown on the plan to which reference is hereinafter made.

The State highway hereby altered and laid out is shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled:

THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD

IN THE CITY OF

CHICOPEE

HAMPDEN COUNTY

ALTERED AND LAID OUT AS A STATE HIGHWAY

BY THE DEPARTMENT OF PUBLIC WORKS

May 2, 1979

Scale: 40 feet to the inch

an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission attesting

1979

in Chicopee

Page 3

that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this second day of May, 1979.

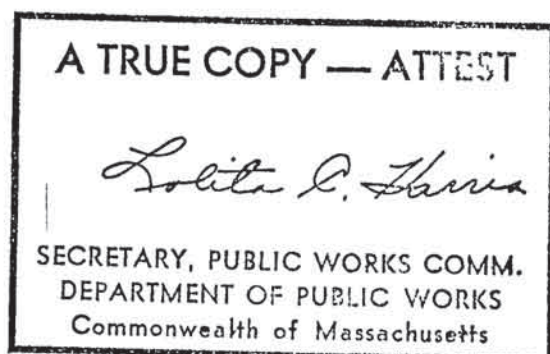
/s/ Dean P. Amidon _____ Members

/s/ Thomas E. Barlow _____ of the

/s/ Frank D. Rodick _____ Public

_____ Works

_____ Commission



/s/ Theodore C. Palizzolo, Jr. _____
Layout Engineer

1979

Chicopee



STATE LAYOUT PLAN #6427
I-391 Limited access alterations on easterly line
(also access granted, Depot St.)

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 185 PAGE 94-96

INDEXING

STATE LAYOUT PLAN #6427

- Image Info** SH54019 Chicopee
- Image Info** SH54019 Depot Street
- Image Info** SH54019 I-391

SCALE IN FEET

PLANS PREPARED BY:
SVERDRUP & PARCEL AND ASSOCIATES, INC.

June 15, 1979 Theresa L. Magoo
DATE SIGNATURE

Department of Public Works on
JULY 18, 1979 under authority

of Chapter 448 of the acts of 1944

Edmund P. Condon
Secretary
Department of Public Works

Works on JULY 18, 1979 in accordance with Chapter 81 of the General Laws as

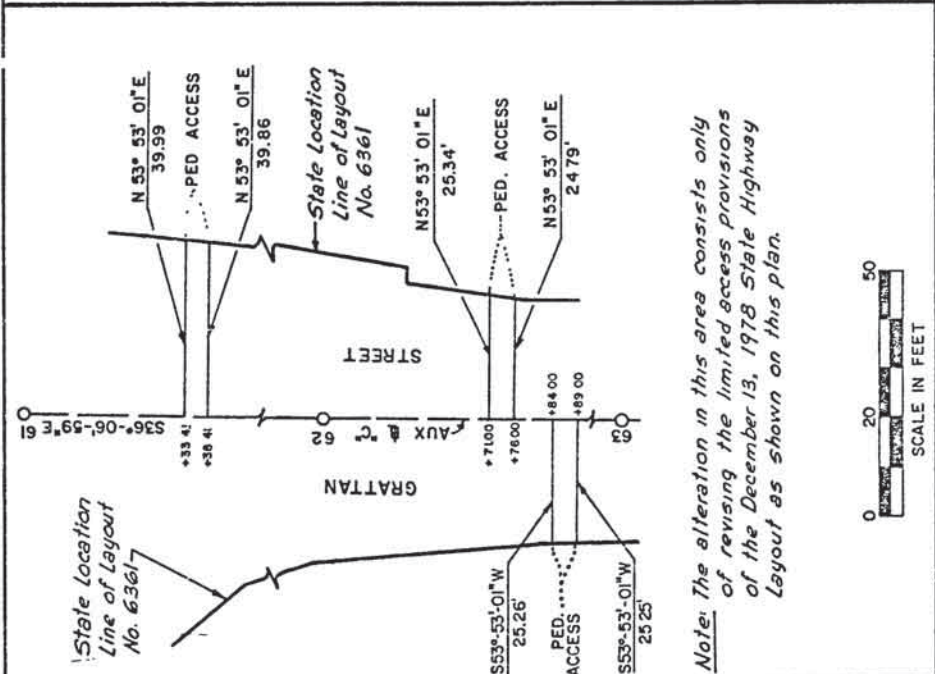
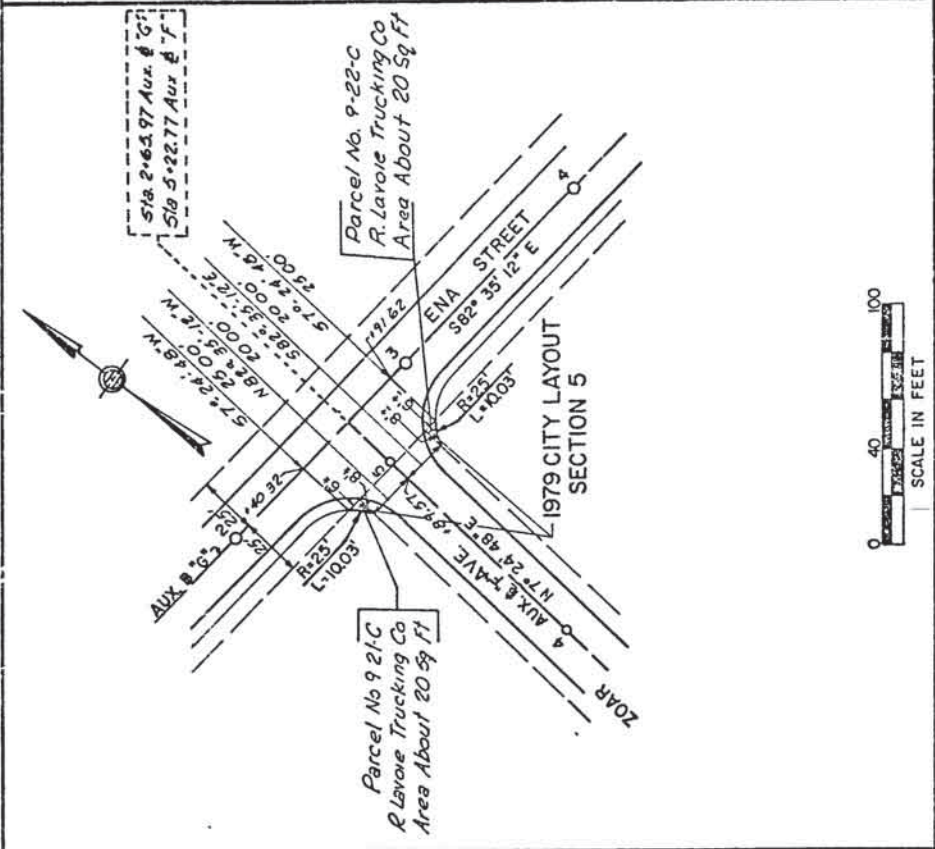
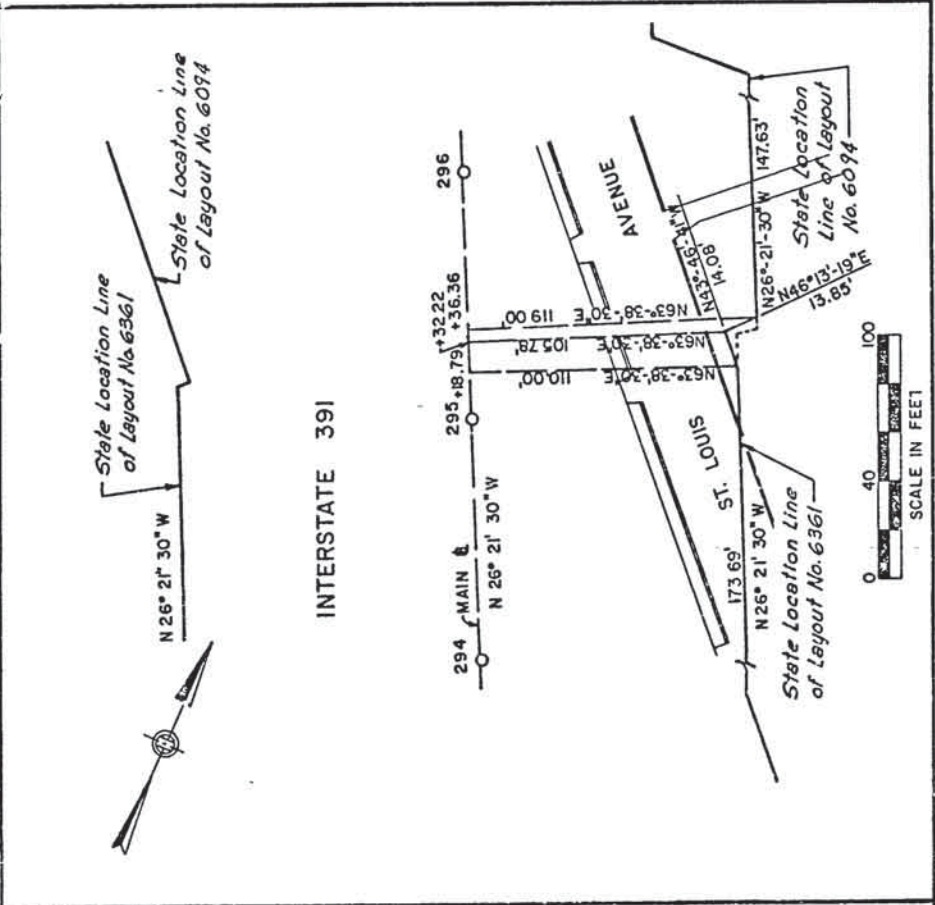
amended by Section 7-C inserted by
Chapter 397 of the Acts of 1943
Dwight P. Anderson
of the State of New York
Secretary of the State
Department of Public Works

SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

CHICOPÉE

HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works

JULY 18, 1979
Scale: AS NOTED
Justin L. Radtke, P.E.
Chief Engineer



Note: The alteration in this area consists only of revising the limited access provisions of the December 13, 1978 State Highway Layout as shown on this plan.



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

CHICOPEE

L. O. No. 6427 &
Order of Taking

July 31, 1979

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 18, 1979, alter the location of a section of State highway laid out in the City of Chicopee in the year 1978

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris
LOLITA C. HARRIS

Registered Mail

Secretary.

Public Works Commission

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Chicopee
Layout No. 6427
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under dates of June 23, 1977 (Layout No. 6094), September 27, 1978 (Layout No. 6360), November 8, 1978 (Layout No. 6261) and December 13, 1978 (Layout No. 6361) lay out and take charge of as a limited access State highway a road in the City of Chicopee, County of Hampden, being known as Interstate Route 391 as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the easterly location line of said State highway; to revise the limited access provisions of said State highway; and to acquire an easement and additional right-of-way;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration consists of revising certain of the limited access provisions of said State highway; acquiring additional land takings and a temporary easement; and relocating a portion of the easterly location line of Layout No. 6361 and Layout No. 6094, and is more fully described as follows:

The main base line used in this alteration is composed of portions of the main base lines of location of the aforesaid 1977 and 1978 State highway layouts. Auxiliary base lines "B", "C", "F" and "G" used in this alteration are composed of portions of those auxiliary base lines of location of the aforesaid 1978 State highway layouts.

The easterly location of the State highway layout as hereby altered and laid out begins at a point on the easterly location line of the aforesaid 1978 State highway layout (L.O. 6361), said point bearing North $63^{\circ} 38' 30''$ East and 110.00 feet distant from Station 295+18.79 of the aforesaid main baseline, and extends thence, leaving said 1978 location, North $43^{\circ} 46' 41''$ West 14.08 feet to a point bearing North $63^{\circ} 38' 30''$ East and 105.78 feet distant from Station 295+32.22 of said main baseline; thence proceeding North $46^{\circ} 13' 19''$ East 13.85 feet to a point of ending thereof on the easterly location line of the aforesaid State highway layout, said point bearing North $63^{\circ} 38' 30''$ East and 119.00 feet distant from Station 295+36.36 of said main baseline, said point also marking a point on the easterly location line of the aforesaid June 23, 1977 State highway layout (L.O. 6094).

The location lines of the State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, where feasible.

The right of access to and egress from the State highway is limited, being permitted across the location lines, thereof, altered and laid out as hereinbefore described, and portions of the location lines of the aforesaid 1978 State highway layouts, only as follows:

1. Access to and egress from said location is allowed at ground level only:
 - a. Across the westerly location line between a point thereon bearing North 85° 37' 59" West and 170.00 feet distant from Station 225+83.30 of the main baseline of said 1978 Layout (L.O. 6360) and a point thereon bearing North 85° 37' 59" West and 170.00 feet distant from Station 226+43.30 of said main baseline.
2. Access to and egress from said location is allowed for pedestrian purposes only as follows:
 - a. Across the easterly location line between a point thereon bearing North 53° 53' 01" East and 39.99 feet from Station 61+33.41 of auxiliary baseline "C" of said 1978 Layout (L.O. 6361) and a point thereon bearing North 53° 53' 01" East 39.86 feet distant from Station 61+38.41 of said auxiliary baseline "C".
 - b. Across the easterly location line between a point thereon bearing North 53° 53' 01" East and 25.34 feet distant from Station 62+71.00 of auxiliary baseline "C" said 1978 Layout (L.O. 6361) and a point thereon bearing North 53° 53' 01" East and 24.79 feet distant from Station 62+76.00 of said auxiliary baseline "C".

c. Across the easterly location line between a point thereon bearing South $53^{\circ} 53' 01''$ West and 25.26 feet distant from Station 62+84.00 of auxiliary baseline "C" of said 1978 Layout (L.O. 6361) and a point thereon bearing South $53^{\circ} 53' 01''$ West and 25.25 feet distant from Station 62+89.00 of said auxiliary baseline "C".

3. Access to and egress from said location is allowed the City of Chicopee for purposes of maintaining the dike, described as follows:

Across the westerly location line between a point thereon bearing North $83^{\circ} 08' 00''$ East and 22.57 feet distant from Station 11+67.14 of auxiliary baseline "B" of said 1978 Layout (L.O. No. 6261) and a point thereon bearing North $83^{\circ} 08' 00''$ East and 17.87 feet distant from Station 12+11.90 of said auxiliary baseline "B".

4. Access to and egress from said location at ground level only is hereby voided as follows:

Across the westerly location line between a point thereon bearing North $89^{\circ} 02' 56''$ West and 77.35 feet distant from Station 132+04.00 of the main baseline of said 1978 Layout (L.O. 6261) and a point thereon bearing North $79^{\circ} 28' 58''$ West and 62.11 feet distant from Station 137+75.00 of said main baseline.

In connection with the previously laid out State highway location under date of November 8, 1978 (L.O. No. 6261) hereinbefore described, it is necessary to layout an additional section of highway, Section 2, on behalf of the City of Chicopee and said section of highway is hereby

so laid out in behalf of said City of Chicopee under the provisions of Chapter 448 of the Acts of 1948 and is described as follows:

Section 2

The second section of highway hereby laid out on behalf of the City of Chicopee establishes a location for a connection between the northerly portion of Relocated Poland Road and the southerly portion of Relocated Poland Road and is bounded by the lines described as follows:

The easterly location line of said second section of City highway as hereby laid out begins at a point on the easterly street line of Relocated Poland Road, said point bearing south $84^{\circ} 24' 31''$ east and 36.15 feet distant from Station 6+92.37 of auxiliary baseline "B" hereinbefore described and extends thence south $40^{\circ} 31' 10''$ west 28.21 feet to a point of ending thereof on the easterly street line of Relocated Poland Road, said point bearing south $84^{\circ} 24' 31''$ east 20.00 feet distant from Station 7+15.50 of said auxiliary baseline "B".

The westerly location line of said second section of City highway as hereby laid out begins at a point on the westerly street line of Relocated Poland Road, said point bearing north $84^{\circ} 24' 31''$ west and 20.00 feet distant from Station 7+02.18 of auxiliary baseline "B" hereinbefore described; and extends thence south $5^{\circ} 35' 29''$ west 20.30 feet to a point of ending thereof on the westerly street line of Relocated Poland Road, said point bearing north $84^{\circ} 24' 31''$ west and 20.00 feet distant from Station 7+22.18 of said auxiliary baseline "B". Said westerly location line is a portion of and identical to the westerly street line of Relocated Poland Road described in the State highway layout of November 8, 1978 (L.O. 6261).

In connection with the previously laid out State highway location under date of December 12, 1978 (L.O. 6361) hereinbefore described, it is necessary to lay out an additional section of highway, Section 5, on behalf of said City of Chicopee under the provisions of Chapter 448 of the Acts of 1948 and is described as follows:

Section 5

The fifth section of highway hereby laid out in behalf of the City of Chicopee consists of the widening of a portion of Ena Street on the south side thereof, and is more fully described as follows:

The southerly location line of said fifth section of City highway as hereby laid out begins at a point on the existing northerly street line of Ena Street, said point bearing south $7^{\circ} 24' 48''$ west and 25.00 feet distant from Station 2+40.32 of auxiliary baseline "G" hereinbefore described and extends thence leaving said existing northerly street line by a curve to the right of 25.00 radius 10.03 feet to the point of ending thereof on the westerly street line of Zoar Avenue, said point bearing north $82^{\circ} 35' 12''$ west and 20.00 feet distant from Station 4+89.57 of auxiliary baseline "F" hereinbefore described; thence beginning again at a point on the easterly street line of Zoar Avenue, said point bearing south $82^{\circ} 35' 12''$ east and 20.00 feet distant from Station 4+89.57 of auxiliary baseline "F" hereinbefore described, and extends thence, leaving said easterly street line, by a curve to the right of 25.00 feet radius 10.03 feet to a point ending thereof on the southerly street line of Ena Street, said point bearing south $7^{\circ} 24' 48''$ west and 25.00 feet distant of Station 2+91.62 of auxiliary baseline "G" hereinbefore described.

The location lines of the sections of highway hereby laid out in behalf of the City of Chicopee are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

An easement is hereby taken in the parcel of land shown on the plan hereinafter referred to as Parcel 9-TDS-1 for the purpose of constructing slopes of excavation and/or embankment, and/or constructing and paving drainage ditches and/or constructing sedimentation pools and consist of the right to enter upon said land at any time during the effective period of the easements to construct thereon slopes of excavation and/or embankment, and/or to construct thereon drainage ditches and to pave said ditches, and/or to construct thereon and maintain sedimentation pools. Said easements are temporary in nature and are to be in effect only until three (3) years from the date of this instrument.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, in behalf of the City of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, Parcels 9-21-C, 9-22-C, and 9-23-C, shown on the plan herein after referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone

communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The State highway hereby altered and laid out, and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works on file in its office, said plan being entitled:

"THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD IN THE CITY OF

CHICOPEE

HAMPDEN COUNTY

Altered and laid out as a State highway by the

DEPARTMENT OF PUBLIC WORKS

July 18, 1979

Scale: As noted"

an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made.

The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-21-C	R. Lavoie Trucking Co.	20 S.F.
9-22-C	R. Lavoie Trucking Co.	20 S.F.
9-23-C	Owner Unknown	976 S.F.
9-TDS-1	Western Massachusetts Electric Co.	8750 S.F.

The names of owners herein given, although supposed to be correct, are such matters of opinion and belief.

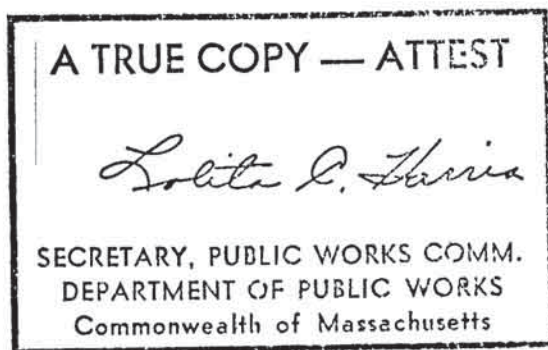
It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out said sections of City Way in accordance with said plan.

Dated at Boston this eighteenth day of July, 1979.



/s/ Dean P. Amidon	Members
/s/ Peter E. Donadio	of the
/s/ S. J. Tersigni	Public
/s/ Frank D. Rodick	Works
/s/ Thomas G. Barlow	Commission

Layout Engineer

1980

Chicopee



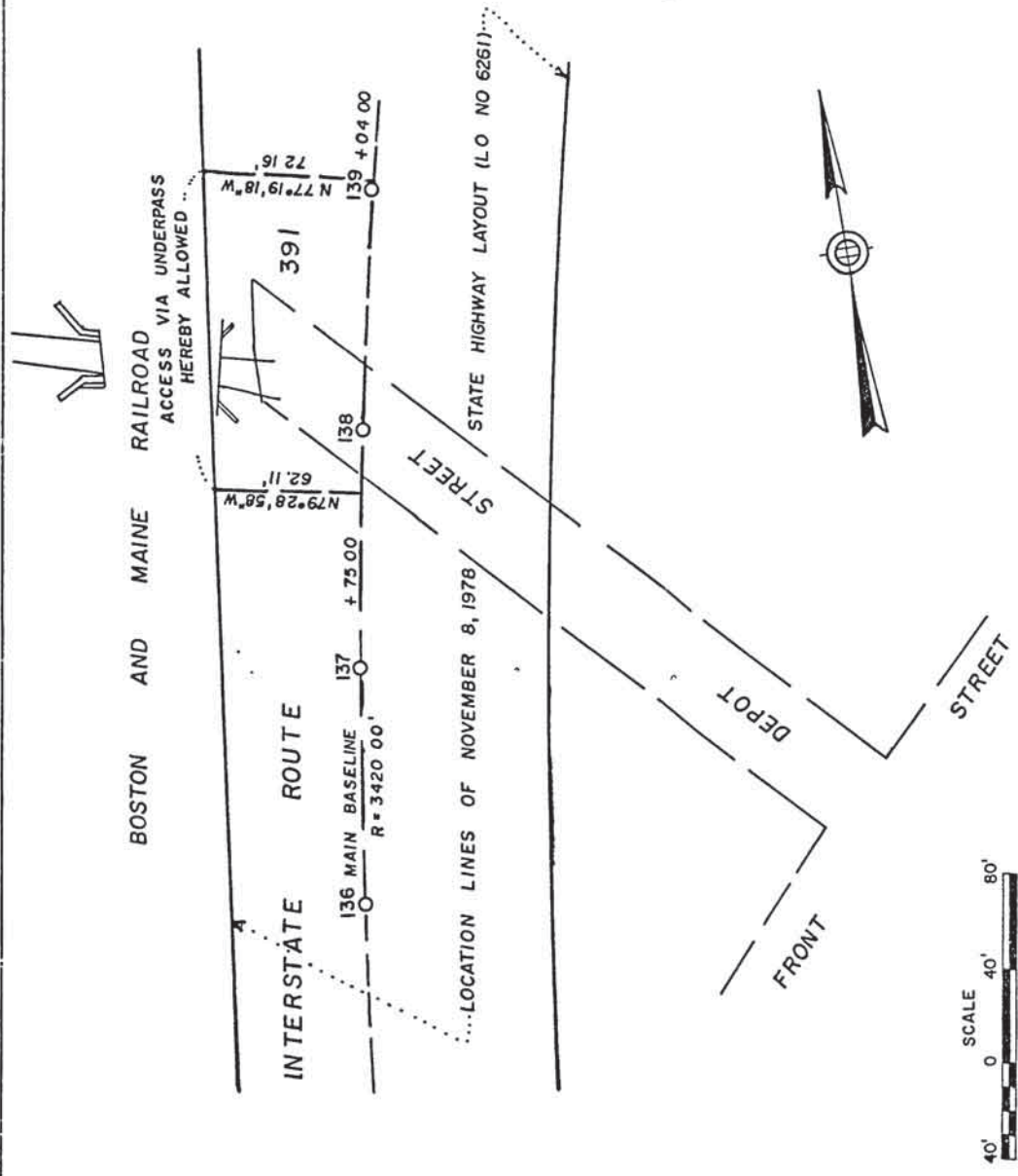
STATE LAYOUT PLAN #6493
I-391 Grattan St. easement takings at Hercules Powder Co.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 194 PAGE 98

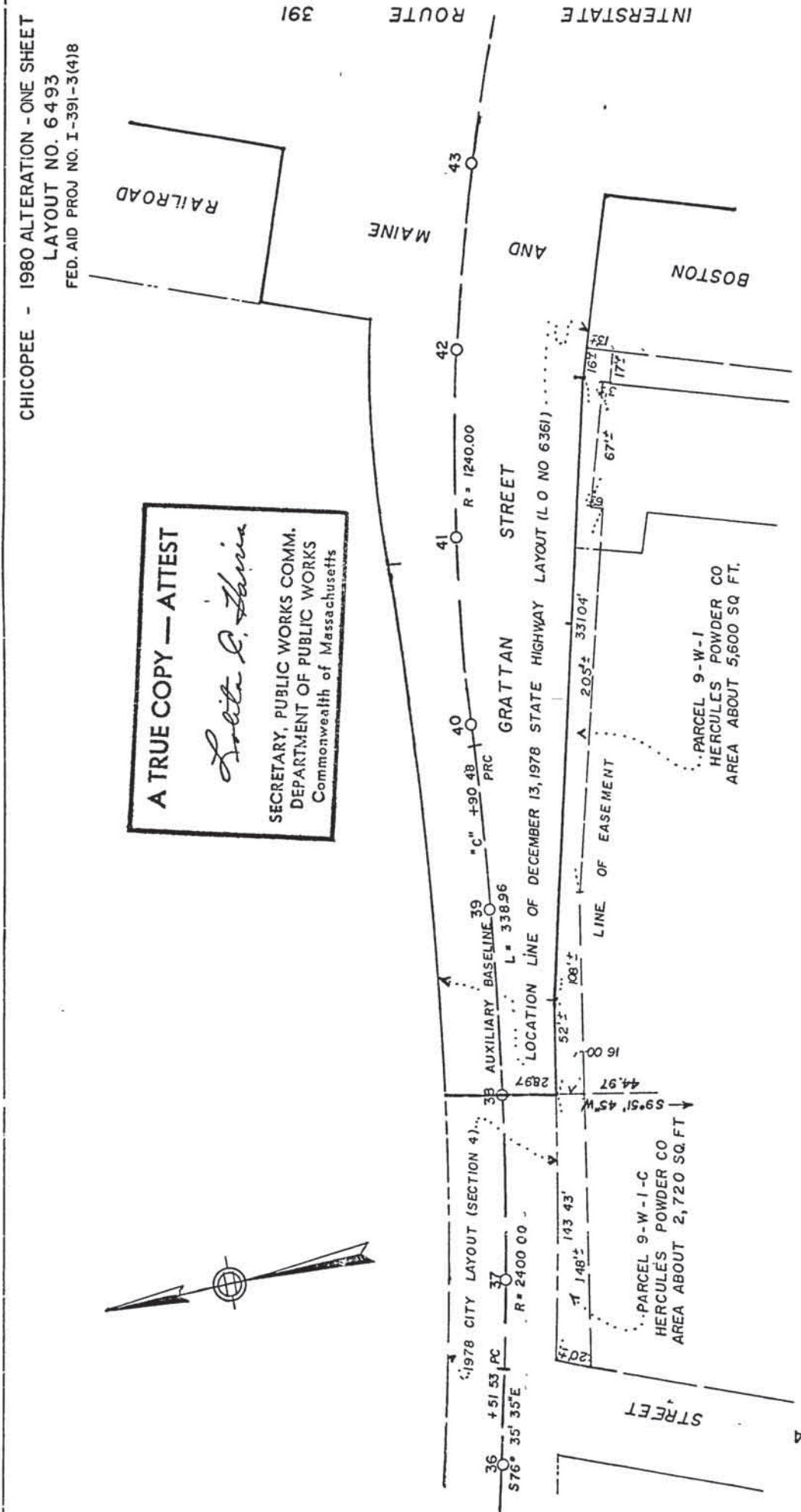
INDEXING

STATE LAYOUT PLAN #6493

- Image Info SH54020 Chicopee
- Image Info SH54020 Boston & Maine Railroad
- Image Info SH54020 Hercules Powder Company
- Image Info SH54020 Grattan Street
- Image Info SH54020 I-391



NOTE: THE ALTERATION CONSISTS ONLY OF REVISING THE LIMITED ACCESS PROVISIONS OF THE NOVEMBER 8, 1978 STATE HIGHWAY LAYOUT (LAYOUT NO 6261) AS SHOWN ON THIS PLAN.



A TRUE COPY — ATTEST
Lolita P. Davis
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

THIS CERTIFIES THAT THE LOCATION OF THE HIGHWAY HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT SAID HIGHWAY AS ALTERED WAS LAID OUT AND TAKEN CHARGE OF AS A LIMITED ACCESS STATE HIGHWAY BY THE DEPARTMENT OF PUBLIC WORKS ON DECEMBER 17, 1980 IN ACCORDANCE WITH CHAPTER 81 OF THE GENERAL LAWS AS AMENDED BY SECTION 7-C INSERTED BY CHAPTER 397 OF THE ACTS OF 1943

Alan B. Sullivan
ALAN B. SULLIVAN
REGISTERED PROFESSIONAL ENGINEER
NO. 111527
COMMONWEALTH OF MASSACHUSETTS

Dec 5, 1980 DATE
Alan B. Sullivan SIGNATURE

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE CITY OF
CHICOPEE
HAMPDEN COUNTY
ALTERED AND LAID OUT AS A STATE HIGHWAY
BY THE DEPARTMENT OF PUBLIC WORKS
DECEMBER 17, 1980
SCALE: 80 FEET TO THE INCH
John D. McCall, P.E.
CHIEF ENGINEER



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

January 6, 1981

CHICOPEE
L.O. No. 6493 &
Order of Taking

Mr. Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

JAN 8 11 55 AM '81
HAMPDEN
COUNTY
OF
MASSACHUSETTS

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of December 17, 1980, alter the location of a section of State highway laid out in the City of Chicopee in the year 1978.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered/in accordance with said plan, are sent you herewith - ~~under/separate/cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris

LOLITA C. HARRIS

~~Registered/May 11.~~

Secretary.
Public Works Commission

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooo000ooo---

Chicopee
Layout No. 6493
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under dates of November 8, 1978 (L.O. No. 6261) and December 13, 1978 (L.O. No. 6361), lay out and take charge of as limited access State highway portions of a road in the City of Chicopee, County of Hampden, being known as Interstate Route 391, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County and in the office of the City Clerk of said City; and

Whereas, it now appears advisable to make certain changes in the limited access provisions of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the limited access provisions of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of revising the limited access provisions of a portion of the westerly location line of the aforesaid November 8, 1978 State highway layout, being more fully described as follows:

The limited access provisions of the aforesaid State highway layout, L.O. No. 6261, are hereby revised so far as applicable to a portion of the westerly location line thereof, to allow access to and egress from said State highway location, via an underpass, across said location line between a point thereon bearing north $79^{\circ}28'58''$

west and 62.11 feet distant from Station 137+75.00 of the main baseline of said Layout No. 6261 and a point thereon bearing north $77^{\circ}-19'-18''$ west and 72.16 feet distant from Station 139+04.00 of said main baseline.

In connection with the construction and/or reconstruction of a portion of the aforesaid State highway layout, L. O. No. 6361, and a portion of the fourth section of City way laid out in connection with said State highway, it is necessary to take in behalf of the Commonwealth of Massachusetts an easement in the parcel of land hereinafter described as Parcel 9-W-1, and it is necessary to take in behalf of the City of Chicopee, an easement in the parcel of land hereinafter described as Parcel 9-W-1-C, for the purpose of providing locations for the southwest wingwall of Bridge No. C-13-46, together with the right to enter upon said parcels of land at any time to use and maintain said wingwall, and said easements are hereby taken under the provisions of Chapter 79 of the General Laws.

The aforesaid parcels are more particularly shown on the plan to which reference is hereinafter made.

Parcel 9-W-1: A parcel of land supposed to be owned by Hercules Powder Co., adjoining the westerly location line of the aforesaid December 13, 1978 State highway layout and bounded: Northerly in three courses by said State highway location about 52 feet, 331.04 feet and about 16 feet respectively; easterly by the Boston and Maine Railroad location about 13 feet; southerly about 17 feet, westerly about 3 feet, again southerly about 67 feet, easterly about 6 feet, again southerly in two courses about 205 feet and about 108 feet respectively, by other land of said Company; and westerly by land now or formerly of said Company 16.00 feet; containing about 5600 square feet.

Parcel 9-W-1-C: A parcel of land supposed to be owned by Hercules Powder Co., adjoining the southerly location line of the fourth section of the December 13, 1978 City layout and bounded: Northerly by said section of City layout 143.43 feet;

easterly by land now or formerly of said Company 16.00 feet; southerly by other land of said Company about 148 feet; and westerly by Philathea Street about 20 feet; containing about 2,720 square feet..

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled:

THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD

IN THE CITY OF

CHICOPEE

HAMPDEN COUNTY

ALTERED AND LAID OUT AS A STATE HIGHWAY

BY THE DEPARTMENT OF PUBLIC WORKS

December 17, 1980

SCALE: 40 feet to the inch,

and Taking'

an attested copy of which plan is to be recorded with this 'Order of Layout' in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following owners in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the awards at any time prior to the payment thereof for good cause shown.

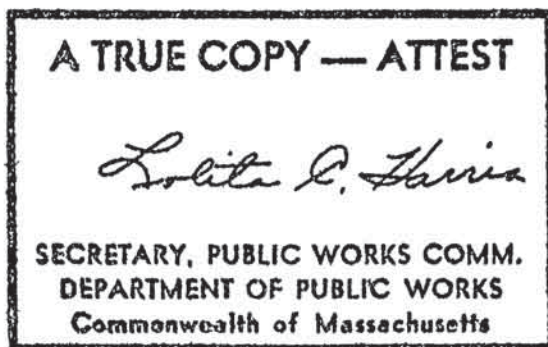
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-W-1	Hercules Powder Co.	5,600 square feet
9-W-1-C	Hercules Powder Co.	2,720 square feet

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

It is therefore

Voted: That said way as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and a copy of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this seventeenth day of December, 1980.



s/ Dean P. Amidon Members

s/ F. D. Rodick of the

s/ Thomas G. Barlow Public

s/ Peter E. Donadio Works

Commission

s/ Theodore C. Palizzolo, Jr.

Layout Engineer

1981

Chicopee



**STATE LAYOUT PLAN #6503
I-391 Takings from Fortier & Duchame**

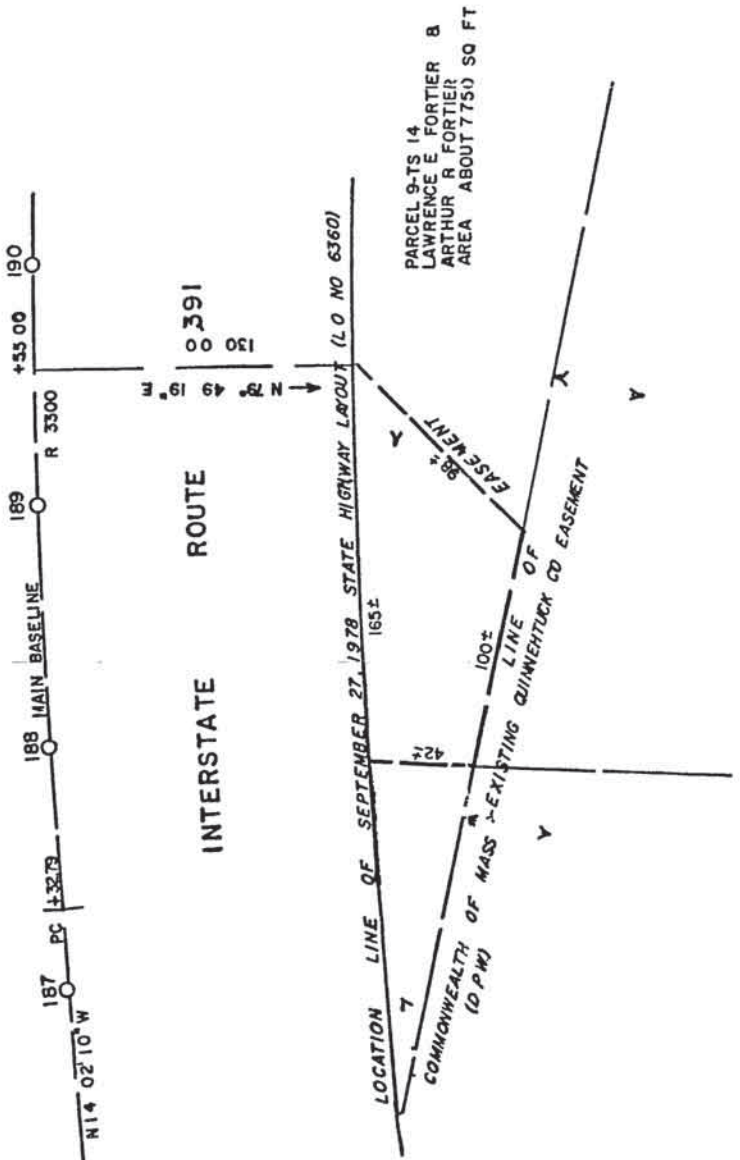
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 197 PAGE 52-54

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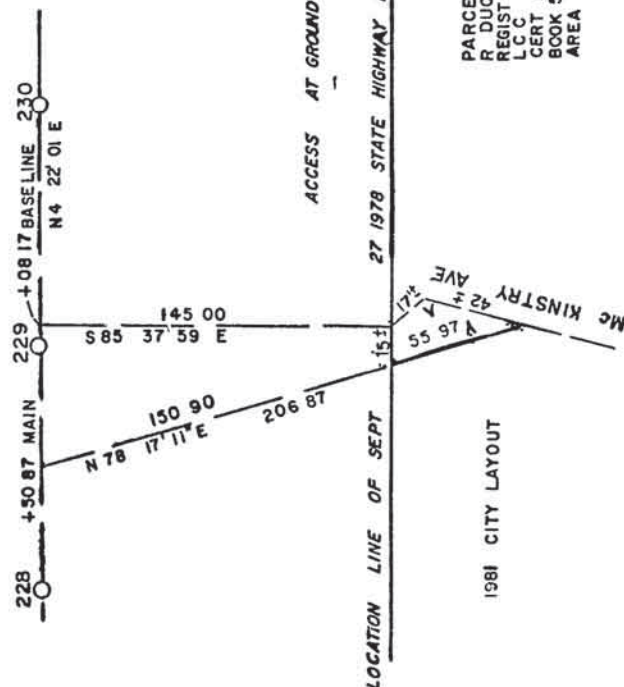
STATE LAYOUT PLAN #6503

- Image Info** SH54021 Chicopee
- Image Info** SH54021 R Ducharme Inc
- Image Info** SH54021 Fortier, Arthur R
- Image Info** SH54021 Fortier, Lawrence E
- Image Info** SH54021 I-391

CHICOPEE - 1981 ALTERATION - TWO SHEETS
FED AID PROJ NO. 1 391 - 3(4) 8
LAYOUT NO 6503



INTERSTATE ROUTE 391



A TRUE COPY — ATTEST
Lois P. Hanna
SECRETARY PUBLIC WORKS COMM
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

I CERTIFY THAT THIS PLAN HAS BEEN
PREPARED IN CONFORMITY WITH THE RULES
AND REGULATIONS OF THE REGISTERS OF
DEEDS OF THE COMMONWEALTH OF MASS
ACHUSETTS



DATE *July 2, 1981*
SIGNATURE *William J. Sheehan*

THIS CERTIFIES THAT THE LOCATION OF THE HIGHWAY
HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT
SAID HIGHWAY AS ALTERED WAS LAID OUT AND TAKEN
CHARGE OF AS A LIMITED ACCESS STATE HIGHWAY BY THE
DEPARTMENT OF PUBLIC WORKS ON JUNE 3, 1981
IN ACCORDANCE WITH CHAPTER 8I OF THE GENERAL LAWS AS
AMENDED BY SECTION 7 C INSERTED BY CHAPTER 397 OF
THE ACTS OF 1943

William J. Sheehan
William J. Sheehan
William J. Sheehan
William J. Sheehan
William J. Sheehan

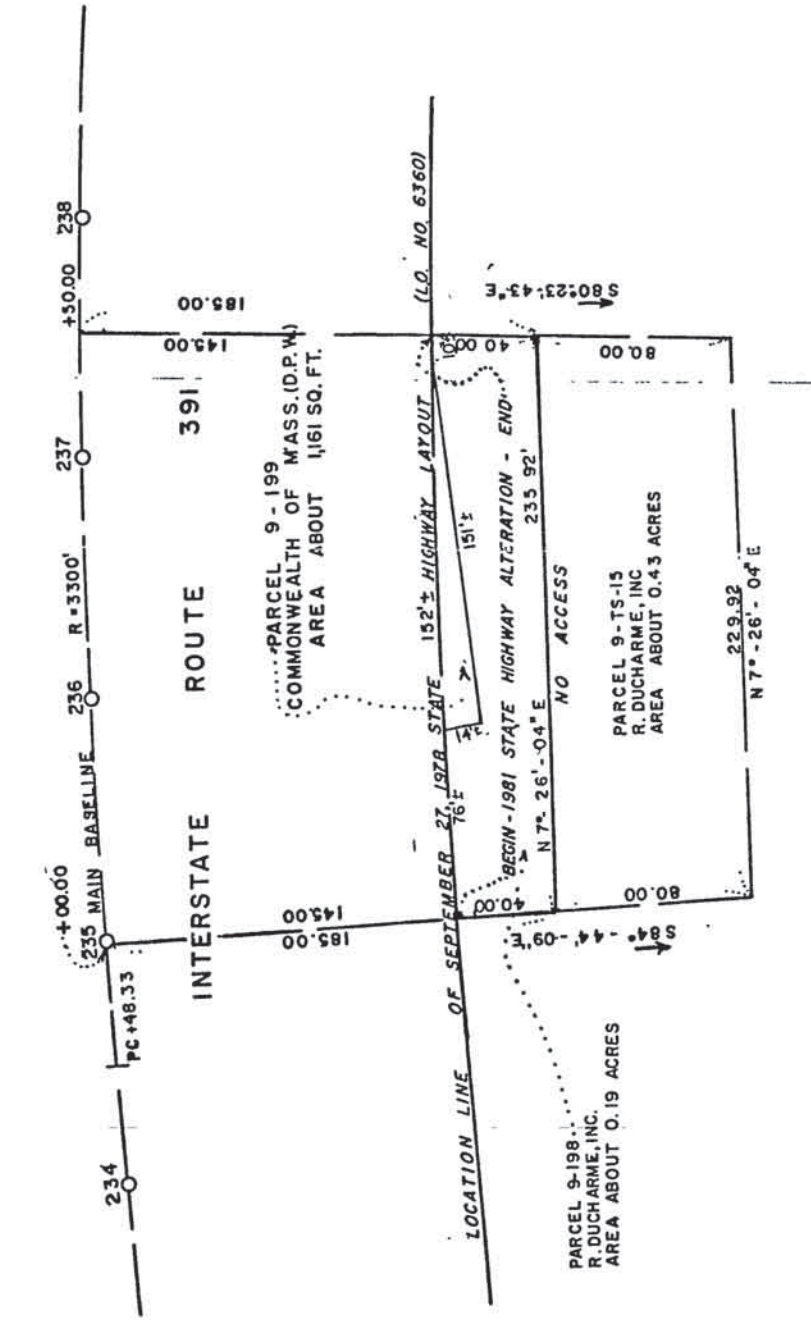
MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE CITY OF
CHICOPEE

HAMPDEN COUNTY
ALTERED AND LAID OUT AS A STATE HIGHWAY
BY THE DEPARTMENT OF PUBLIC WORKS

JUNE 3 1981
SCALE 80 FEET TO THE INCH
William J. Sheehan P.E.
CHIEF ENGINEER

LAYOUT NO 6503





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

CHICOPEE
L. O. NO. 6503 &
Order of Taking

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

REC'D COUNTY COMMS.
JUN 12 11 05 AM '81
COUNTY
OF
HAMPDEN

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of June 3, 1981, alter the location of a section of State highway laid out in the City of Chicopee in the year 1978

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris

LOLITA C. HARRIS

Secretary.

Public Works Commission

Registered Mail

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Chicopee
Layout No. 6503
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of September 27, 1978, Layout No. 6360, lay out and take charge of as a limited access State highway, a road in the City of Chicopee, County of Hampden, being known as Interstate Route 391, as shown on the plans of said State highway, on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County, and in the office of the City Clerk of said City, and

Whereas, it now appears advisable to widen a portion of said State highway and to make certain changes in the limited access provisions thereof,

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration consists of widening a portion of the aforesaid State highway location on the easterly side thereof, and of revising a portion of the limited access provisions thereof, being more fully described as follows

The baseline used for the alteration is the main baseline of the aforesaid 1978 State highway layout and the stations hereinafter referred to are points thereon.

The easterly location line of the State highway hereby altered and laid out begins at a point on the easterly location line of the aforesaid September 27, 1978

State highway layout, said point bearing south $84^{\circ}44'09''$ east and being 145.00 feet distant from Station 235+00.00 and extends thence leaving said 1978 location line south $84^{\circ}44'09''$ east 40.00 feet to a point bearing south $84^{\circ}44'09''$ east and 185.00 feet distant from said Station 235+00.00, thence north $7^{\circ}26'04''$ east 235.92 feet to a point bearing south $80^{\circ}23'43''$ east and 185.00 feet distant from Station 237+50.00, thence north $80^{\circ}23'43''$ west 40 feet to the point of ending thereof, again on said 1978 easterly location line, said point bearing south $80^{\circ}23'43''$ east and being 145.00 feet distant from said Station 237+50.00.

The easterly location line altered as hereinbefore described is to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof, where feasible.

The right of access to and egress from the State highway is limited and neither access thereto nor egress therefrom is allowed across the easterly location line thereof altered and laid out as hereinbefore described.

The restriction of access-egress imposed under the aforesaid 1978 State highway layout is hereby voided insofar as applicable to that portion of the easterly location line thereof, extending between the points of beginning and ending of the easterly location line altered and laid out as hereinbefore described.

The limited access provisions of the aforesaid 1978 State highway layout are hereby revised insofar as applicable to a portion of the easterly location line thereof, to allow access to and egress from said State highway location, at ground level, across said line, between a point thereon bearing north $78^{\circ}17'11''$ east and 150.90 feet distant from Station 228+50.87 and a point thereon bearing south $85^{\circ}37'59''$ east and 145.00 feet distant from Station 229+08.17.

The above access-egress item is indicated on the plan to which reference is hereinafter made.

In connection with the laying out of the State highway alteration hereinbefore described, it is necessary to lay out a section of highway on behalf of the City of Chicopee, and said section of highway is hereby laid out under the provisions of Chapter 448 of the Acts of 1948, and is more fully described as follows.

The section of City way hereby laid out establishes a widening of a portion of McKinstry Avenue on the southerly side thereof and is bounded westerly, by the easterly location line of the aforesaid 1978 State highway layout, the southerly street line of said McKinstry Avenue and by the line described as follows Beginning at a point on said easterly location line, said point bearing north $78^{\circ}17'11''$ east and being 150.90 feet distant from Station 228+50.87, and extending thence, leaving said location line, north $78^{\circ}17'11''$ east 55.97 feet to the point of ending thereof, on the southerly street line of said McKinstry Avenue, said point bearing north $78^{\circ}17'11''$ east and being 206.87 feet distant from said Station 228+50.87.

The location line of the section of City way hereby laid out is to be further defined by bounds set thereon at the points of beginning and ending thereof, where feasible.

For the purpose of laying out, constructing and maintaining the City highway hereinbefore described, the Department of Public Works, acting on behalf of the City of Chicopee, does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special acts thereto enabling, an easement for highway purposes in the parcel of land shown on the plan hereinafter referred to as Parcel 9-E-1-G.

Easements are hereby taken in the parcels of land shown on the plan to which reference is hereinafter made, as Parcels 9-TS-14 and 9-TS-15, for the purpose of constructing slopes of excavation or embankment and consists of the right to enter upon said land at any time during the effective period of the easements to construct thereon slopes of excavation and/or embankment. Said easements are temporary in

nature and are to be in effect only until 3 years from the date of recording of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land, not already owned by the Commonwealth, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 9-198 and 9-199, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The State highway hereby altered and laid out, the section of City highway hereby laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee, Hampden County altered and laid out as a State Highway by the Department of Public Works June 3, 1981, Scale 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

A certain parcel of land included in this taking is registered land and is shown on the plan hereinbefore referred to as Parcel 9-E-1-C, said land being registered in the Land Court at Boston, and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows

<u>Parcel No.</u>	<u>Owner</u>	<u>Land Court Case</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
9-E-1-C	R. Ducharme, Inc.	30773	58	45	11485

For damages sustained by the following owners in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the awards at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-198	R. Ducharme, Inc.	0.19 Acres
9-199	Commonwealth of Massachusetts (D.P.W.)	1,161 S.F.
9-E-1-C	R. Ducharme, Inc.	695 S.F.
9-TS-14	Lawrence E. Fortier and Arthur R. Fortier	7,750 S.F.
9-TS-15	R. Ducharme, Inc.	0.43 Acres

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and copies of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

It is also

VOTED That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and copies of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out said section of City way in accordance with said plan.

Dated at Boston this third day of June, 1981.

Dean F. Amador Members
St. Teresina of the
St. Teresina Public
St. Teresina Works
St. Teresina Commission

Theodore C. Palizzolo Jr.
Layout Engineer

1982

Chicopee



STATE LAYOUT PLAN #6521
I-391 Takings at intersection of Fair & Ena Sts.

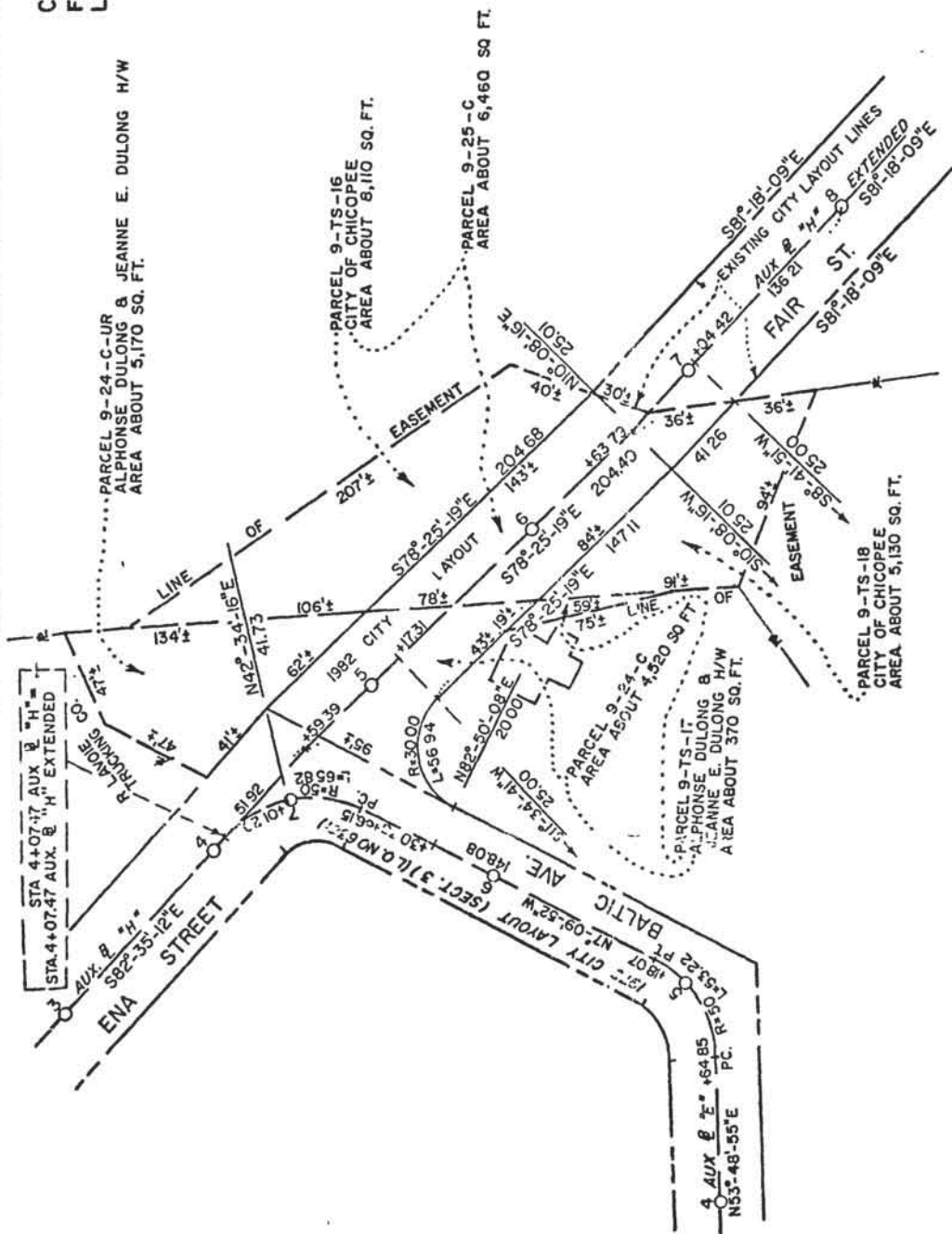
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 201 PAGE 86

INDEXING

STATE LAYOUT PLAN #6521

- Image Info SH54022 Chicopee
- Image Info SH54022 Baltic Avenue
- Image Info SH54022 Ena Street
- Image Info SH54022 Fair Street
- Image Info SH54022 I-391

CHICOPEE - 1982 CITY LAYOUT - ONE SHEET
FED. AID PROJ. NO. 1-391-3(4)8
LAYOUT NO. 6521



I CERTIFY THAT THIS PLAN HAS BEEN
PREPARED IN CONFORMITY WITH THE RULES
AND REGULATIONS OF THE REGISTERS OF
DEEDS OF THE COMMONWEALTH OF MASS-
ACHUSETTS.



Feb. 3, 1982 *Alban J. Sheehan*
DATE SIGNATURE

THIS CERTIFIES THAT THE SECTION OF ROAD MARKED
ON THIS PLAN "CITY LAYOUT" WAS LAID OUT IN BEHALF
OF THE CITY OF CHICOPEE BY THE MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS ON FEBRUARY 11, 1982
UNDER AUTHORITY OF CHAPTER 44B OF THE ACTS OF 1948.

Alban J. Sheehan
George J. Sheehan
Alfred J. Sheehan
Marie J. Sheehan

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD
IN THE CITY OF

CHICOPEE

HAMPDEN COUNTY
LAID OUT AS A HIGHWAY

BY THE DEPARTMENT OF PUBLIC WORKS

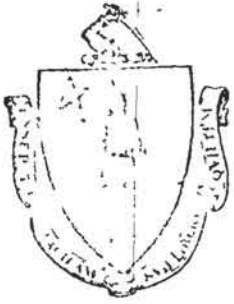
FEBRUARY 11, 1982

SCALE: 80 FEET TO THE INCH

Alfred J. Sheehan

CHIEF ENGINEER

LAYOUT NO. 6521



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

CHICOPEE L.O. 6521 &
Order of Taking dated 2-11-82
Parcel Nos. 9-24-C, etc.

February 25, 1982

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Ma.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of February 11, 1982, alter the location of a section of State highway laid out in the City of Chicopee in the year 1982.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

LOLITA C. McCRAY

Secretary.
Public Works Commission

~~under separate cover~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooo000ooo---

Chicopee
Layout No. 6521
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, does hereby lay out a section of highway on behalf of the City of Chicopee, County of Hampden, under the provisions of Chapter 448 of the Acts of 1948. Said section of highway is hereby laid out in connection with the limited access State highway (Interstate Route 391, Layout No. 6361) laid out in the City of Chicopee and is more fully described as follows:

The baselines of location for the section of highway hereby laid out on behalf of the City of Chicopee are auxiliary baseline "E" of the aforesaid Layout 6361 and auxiliary baseline "H" extended. Auxiliary baseline "H" extended, begins at a point in the existing roadway of Ena Street shown on plan as station 4+07.47 of said auxiliary baseline "H" extended, said point being identical with station 4+07.47 of auxiliary baseline "H" of the aforesaid State highway layout in the City of Chicopee (Layout No. 6361), and extends thence south $82^{\circ}35'12''$ east 51.92 feet; thence south $78^{\circ}25'19''$ east 204.40 feet; thence south $81^{\circ}18'09''$ east 136.21 feet to the point of ending, said point being shown on plan as station 8.

The section of highway hereby laid out in behalf of the City of Chicopee, comprises a connector from Ena Street to Fair Street. Said connector begins at the easterly end of Ena Street at the intersection of Ena Street and Baltic Avenue and extends southeasterly about 230 feet to the westerly end of Fair Street, and is more fully described as follows:

The northerly location line of the City highway as hereby laid out begins at a point on the northerly street line of Ena Street, said point bearing north $42^{\circ}34'16''$ east and being 41.73 feet distant from station 7+01.29 of auxiliary baseline "E" and

extends thence leaving said street line south $78^{\circ}25'19''$ east 204.68 feet to the point of ending thereof on the northerly street line of Fair Street, said point bearing north $10^{\circ}08'16''$ east and being 25.01 feet distant from station 6+63.79 of auxiliary baseline "H" extended.

The southerly location line of the City highway as hereby laid out begins at a point on the easterly location line of Baltic Avenue, said point bearing north $82^{\circ}50'08''$ east and being 20.00 feet distant from station 6+30.78 of auxiliary baseline "E"; thence by a curve to the right of 30.00 feet radius 56.94 feet to a point bearing south $11^{\circ}34'41''$ west and 25.00 feet distant from station 5+17.31 of auxiliary baseline "H" extended; thence south $78^{\circ}25'19''$ east 147.11 feet to a point bearing south $10^{\circ}08'16''$ west and 25.01 feet distant from station 6+63.79 of auxiliary baseline "H" extended; thence south $81^{\circ}18'09''$ east 41.26 feet to the point of ending thereof on the southerly street line of Fair Street said point bearing south $8^{\circ}41'51''$ west and being 25.00 feet distant from station 7+04.42 of auxiliary baseline "H" extended.

The location lines of the section of City highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

In connection with the laying out of the City highway in the location hereinbefore described, it is necessary to take a certain parcel of land, outside the limits of said location which would otherwise constitute an uneconomic remnant. Said land is hereby taken, in fee simple, in behalf of the Commonwealth of Massachusetts, Department of Public Works, under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises

hereby taken. Said parcel is shown on the plan hereinafter referred to, as Parcel 9-24-C-UR and is described as follows.

Parcel 9-24-C-UR: A parcel of land supposed to be owned by Alphonse Dulong and Jeanne E. Dulong H/W, and bounded as follows: southerly by the section of City highway hereinbefore described about 62 feet; again southerly by Ena Street about 41 feet; westerly about 47 feet and northwesterly about 47 feet both by land now or formerly of R. Lavoie Trucking Co.; and northeasterly by land now or formerly of the City of Chicopee about 134 feet; containing about 5170 square feet.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 9-TS-16 to 9-TS-18 inclusive, for the purpose of constructing slopes of excavation and/or embarkment and consist of the right to enter upon said land at any time during the effective period of the easements and to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until six months from the date of this instrument.

For the purpose of laying out, constructing and maintaining the section of City highway hereinbefore described, the Department of Public Works, in behalf of the City of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, Parcels 9-24-C and 9-25-C, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The City highway hereby laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled:

THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD

IN THE CITY OF

CHICOPEE

HAMPDEN COUNTY

LAID OUT AS A HIGHWAY

BY THE DEPARTMENT OF PUBLIC WORKS

February 11, 1982

Scale: 40 feet to the inch,

an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the awards at any time prior to the payment thereof for good cause shown.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-24-C	Alphonse Dulong and Jeanne E. Dulong H/W	4,520 sq. ft.
9-24-C-UR	Alphonse Dulong and Jeanne E. Dulong H/W	5,170 sq. ft.
9-TS-17	Alphonse Dulong and Jeanne E. Dulong H/W	370 sq. ft.
9-25-C	City of Chicopee	6,460 sq. ft.
9-TS-16	City of Chicopee	8,110 sq. ft.
9-TS-18	City of Chicopee	5,130 sq. ft.

1982 L.O. No. 6521

in Chicopee

Page 5

It is therefore

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, a certified copy of said plan and a certified copy of this certificate signed by at least a majority of the members of the Public Works Commission attesting that the Department of Public Works has laid out said section of City lay in accordance with said plan together with a copy of this adjudication and vote.

Dated at Boston this eleventh day of February, 1982.

s/ S. J. Tersigni Members

s/ F. D. Rodick of the

s/ Thomas G. Barlow Public

s/ North Reardon Works

Commission

s/ Theodore C. Palizzolo Jr. P.E.
Layout Engineer

1991

Chicopee



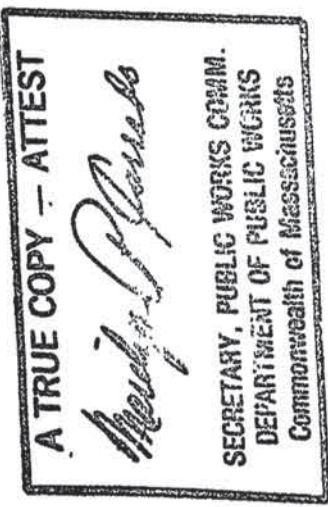
STATE LAYOUT PLAN #6993
Route 141, East Main St., alteration for bridge

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 279 PAGE 4-9

INDEXING

STATE LAYOUT PLAN #6993

- Image Info SH54023 Chicopee
- Image Info SH54023 East Main Street
- Image Info SH54023 Route 141



THE COMMONWEALTH OF MASSACHUSETTS

IN THE CITY OF

HAMPDEN COUNTY

SEPTEMBER 17, 1991

SCALE: 8.0 FEET TO THE INCH

J. H. Hoffman P.E.
CHIEF ENGINEER
LAYCUTT NO 6097

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED
IN CONFORMITY WITH THE RULES AND
REGULATIONS OF THE REGISTERS OF DEEDS
OF THE COMMONWEALTH OF MASSACHUSETTS.

PLANS PREPARED BY:
MAGUIRE GROUP INC.

ERIC L. GABRIELSON, PLS. NO. 31310

6/14/91 DATE

P. J. L. Jackson SIGNATURE

NOTE: THE ALTERATION CONSISTS ONLY OF REVISING THE LIMITED ACCESS PROVISIONS OF THE APRIL 5, 1955 STATE HIGHWAY ALTERATION (LAYOUT NO. 4285) AS SHOWN ON THIS PLAN.

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

Chicopee
Layout No. 6993

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date April 5, 1955 (L.O. #4285), lay out and take charge of, as a limited access State highway, a road in the City of Chicopee, County of Hampden, now known as Interstate Route 291, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the City Clerk of said City; and

Whereas, it now appears advisable to revise the limited access provisions of said State highway;

Now, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the limited access provisions of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The stations hereinafter referred to are points on the Auxiliary Baseline (East Main Street) of Layout No. 6994 in Chicopee, of even date with this instrument.

The limited access provisions of the aforesaid 1955 State highway layout are hereby revised insofar as applicable to portions of the easterly and westerly location lines thereof, to allow free access to and egress from said State highway location across said lines, at ground level only, as follows:

1. Across the westerly location line, between a point thereon bearing south $0^{\circ}-59'-20''$ east and being 40.98 feet distant from station 41+00, and a point thereon marking the intersection therewith of the southerly street line of East Main Street.
2. Across the westerly location line, between a point thereon marking the intersection therewith of the northerly street line of East Main Street, and a point thereon bearing north $16^{\circ}-48'-38''$ east and being 64.84 feet distant from station 41+00.
3. Across the easterly location line between a point thereon marking the intersection therewith of the northerly street line of East Main Street, and a point thereon bearing north $40^{\circ}-37'-51''$ west and being 41.52 feet distant from station 45+00.

The above access-egress items are more particularly shown on the plan hereinafter referred to.

The State highway hereby altered and laid out is shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled:


"THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD IN THE CITY OF
CHICOPEE
HAMPDEN COUNTY
Altered and laid out as a State highway by the
DEPARTMENT OF PUBLIC WORKS
SEPTEMBER 17, 1991
Scale: 40 feet to the inch",

an attested copy of which is to be recorded with this order of layout
in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted: That said way as altered, as described herein and as
described and shown on said plan be and the same is hereby laid out
and taken charge of by the Commonwealth: that the Secretary to the
Public Works Commission be and hereby is instructed to file, in the
office of the County Commissioners of the County and in the office of
the City Clerk of the City in which said way is located, certified
copies of said plan and of this certificate, signed by at least a
majority of the members of the Public Works Commission, attesting that
the Department of Public Works has laid out and taken charge of said
way as altered, in accordance with said plan, together with a copy of
this adjudication and vote.

Dated at Boston this seventeenth day of September, 1991.



Members

of the

Public Works

Commission

The Commonwealth of Massachusetts

CHICOPEE

Layout No. 6993
and Order of Taking

Hampden

35.

, 19⁹¹

I HEREBY CERTIFY that the following document and plan have been this day
filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated September 17, 1991, purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the city or town of Chicopee, as shown on said plan.

Attest:

Clerk of Courts.



The Commonwealth of Massachusetts

Executive Office of Transportation and Construction

Department of Public Works

Ten Park Plaza, Boston, MA 02116-3973

1-617-482-5300

973-8100 973-7910

September 30, 1991

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT GOVERNOR

RICHARD L. TAYLOR
SECRETARY

JAMES J. KERASIOOTES
COMMISSIONER

CHICOPEE: Layout No. 6993 and
Order of Taking
dated September 17, 1991

William J. Martin Jr., Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts 01103

Dear Mr. Martin:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of September 17, 1991, alter the location of a section of State Highway laid out in the City of Chicopee in the year 1991.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Sincerely,

Joseph A. Fanale
Joseph A. Fanale, Director
Right of Way Bureau

JAF/ef

Enclosure:

1991

Chicopee



STATE LAYOUT PLAN #6994
Route 141, Technology Dr., Bridge, East Main St. to Fuller Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 279 PAGES 5-9.

INDEXING

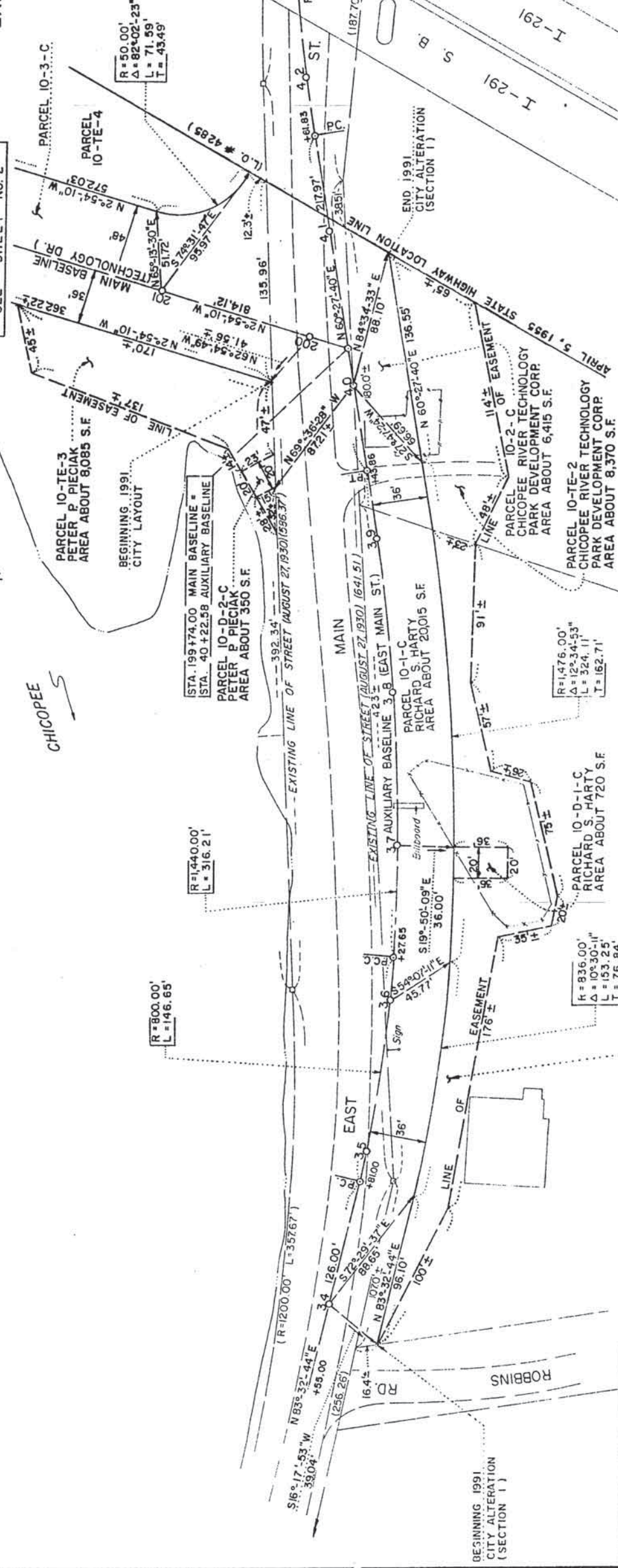
STATE LAYOUT PLAN #6994

- Image Info** SH54024 Chicopee
- Image Info** SH54024 Bridge - East Main Street to Fuller Road
- Image Info** SH54024 Chicopee River
- Image Info** SH54024 East Main Street
- Image Info** SH54024 Fuller Road
- Image Info** SH54024 Route 141
- Image Info** SH54024 Technology Drive

CHICOPEE - 1991 ALTERATION AND ADDITIONAL LAYOUT - SHEET 1 OF 5 SHEETS
LAYOUT NO. 6994

RIVER

CHICOPEE



A TRUE COPY - ATTEST
[Signature]
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED
IN CONFORMITY WITH THE RULES AND
REGULATIONS OF THE REGISTERS OF DEEDS
OF THE COMMONWEALTH OF MASSACHUSETTS.



PLANS PREPARED BY:
MAGUIRE GROUP INC.

DATE: 6/14/91
SIGNATURE: [Signature]
P.L.S. 3.2/C

THIS CERTIFIES THAT THE EXISTING LOCATION OF THE
CITY WAY HAS BEEN ALTERED AS SHOWN ON THIS
PLAN, AND THAT SAID LOCATION AS ALTERED AND AN ADDITIONAL
SECTION OF CITY WAY AS SHOWN ON THIS PLAN WERE LAID
OUT IN BEHALF OF THE CITY OF CHICOPEE BY THE
MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS ON SEPTEMBER 17, 1991
IN ACCORDANCE WITH SECTION 29A OF CHAPTER 91 OF
THE GENERAL LAWS.

[Signature]
[Signature]

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

THE COMMONWEALTH OF MASSACHUSETTS

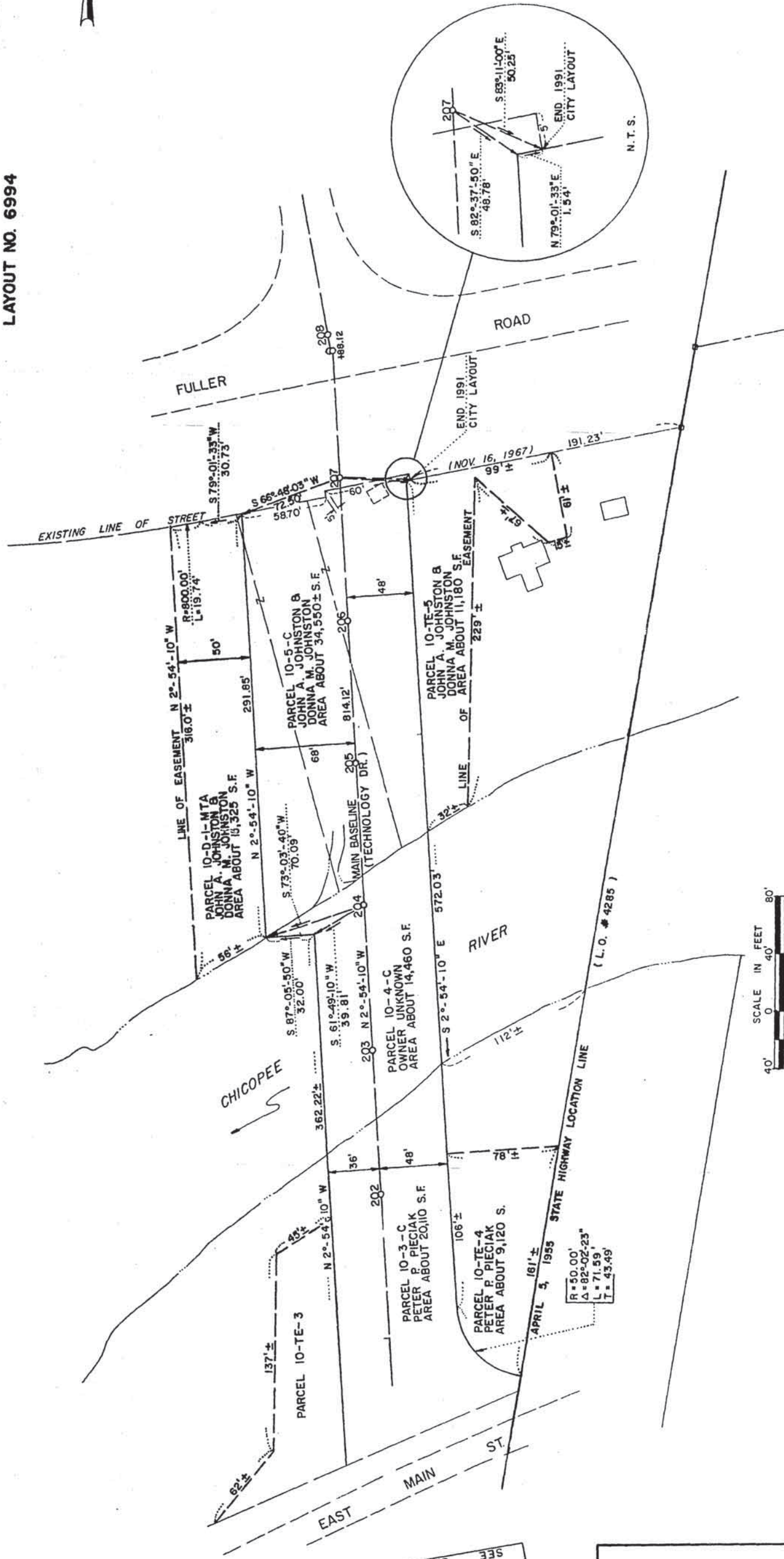
PLAN OF ROAD
IN THE CITY OF

CHICOPEE

HAMPDEN COUNTY

ALTERED AND AN ADDITIONAL SECTION LAID
OUT AS A CITY WAY BY THE MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
SEPTEMBER 17, 1991
SCALE: 80 FEET TO THE INCH (EXCEPT AS NOTED)

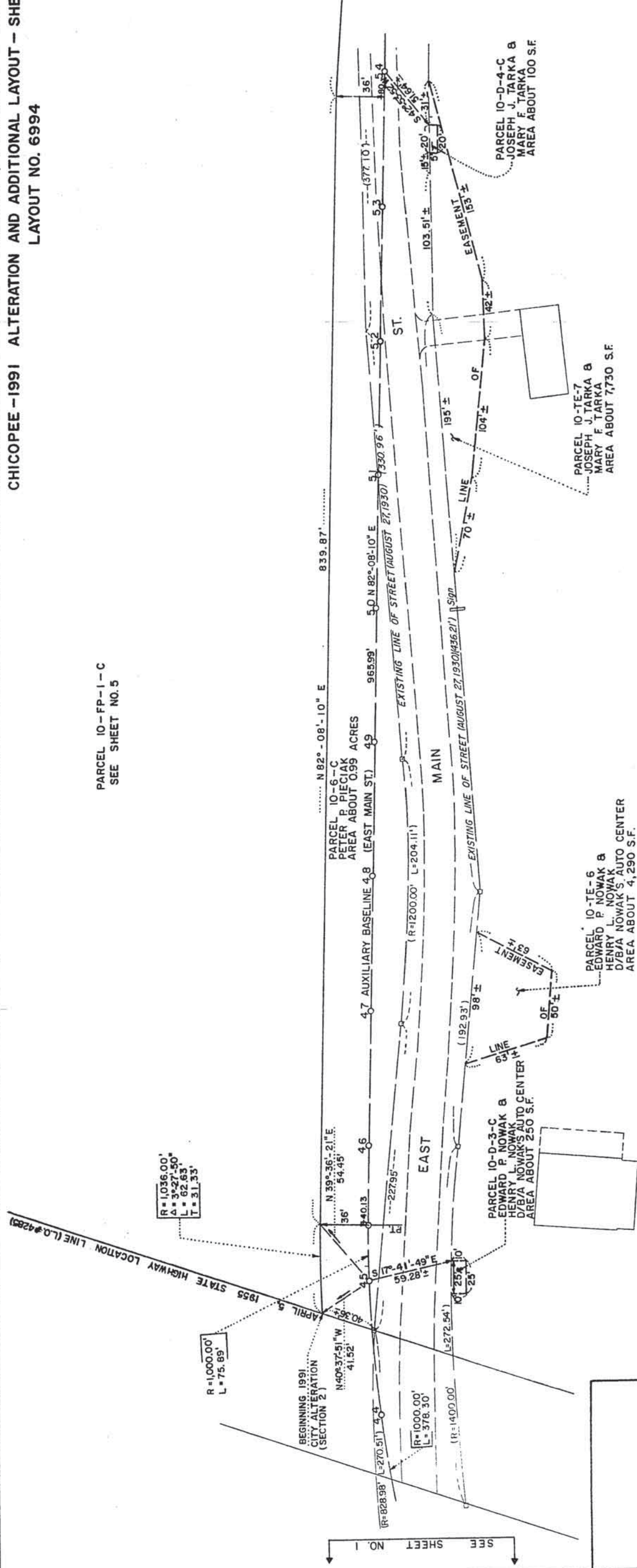
CHIEF/ENGINEER: [Signature]
LAYOUT NO. 6994



SEE SHEET NO. 1

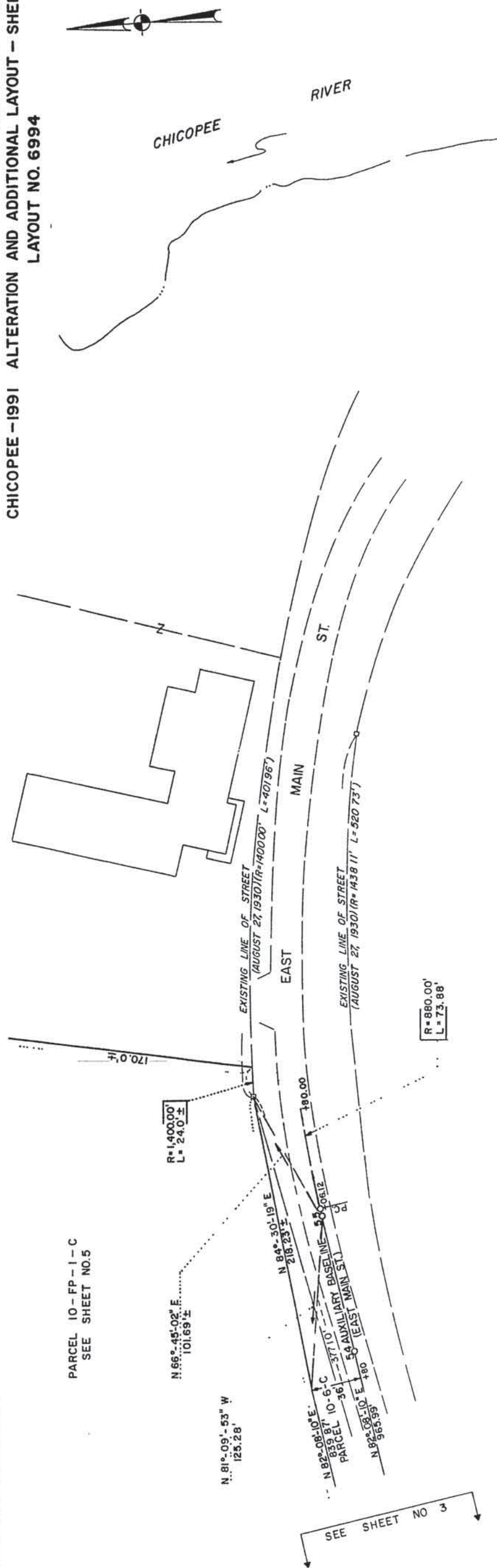
CHICOPEE -1991 ALTERATION AND ADDITIONAL LAYOUT - SHEET 3 OF 5 SHEETS
LAYOUT NO. 6994

PARCEL 10-FP-1-C
SEE SHEET NO.5

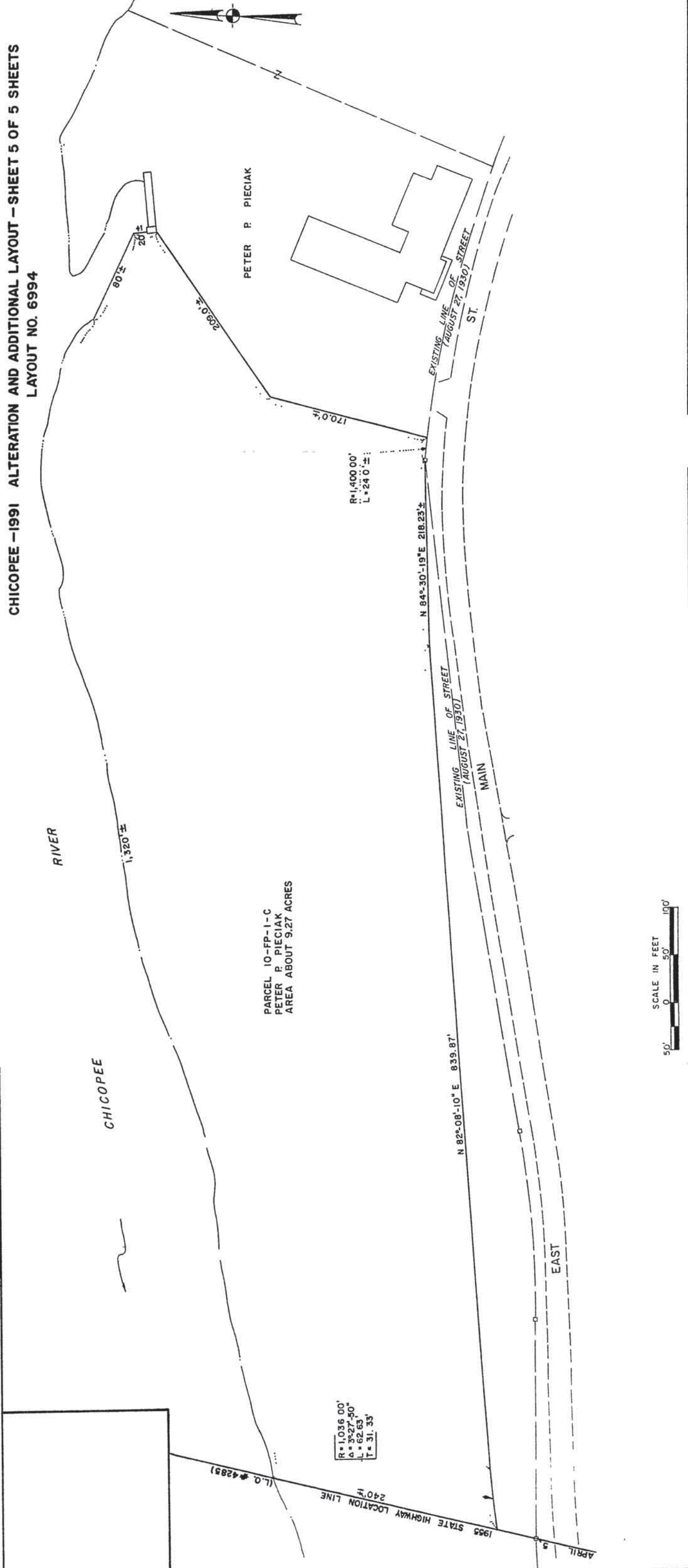


A horizontal scale bar labeled "SCALE IN FEET" with markings at 0, 40, and 80.

CHICOPEE -1991 ALTERATION AND ADDITIONAL LAYOUT - SHEET 4 OF 5 SHEETS
LAYOUT NO. 6994



CHICOPEE -1991 ALTERATION AND ADDITIONAL LAYOUT -SHEET 5 OF 5 SHEETS
LAYOUT NO. 6994

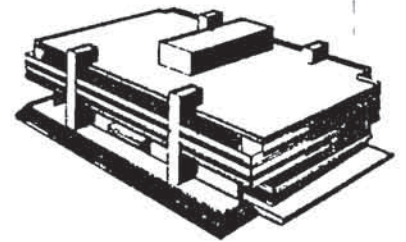




OFFICE OF THE
COUNTY COMMISSIONERS

LEONARD J. COLLAMORE
CHAIRMAN
THOMAS J. O'CONNOR
RICHARD S. THOMAS

Commonwealth of Massachusetts
County of Hampden
Hall of Justice
50 State Street
Springfield, Massachusetts 01103
(413) 781-8100



October 28, 1991

Joseph A. Fanale, Director
Right of Way Bureau
Department of Public Works
Ten Park Plaza
Boston, MA 02116-3973

CHICOPEE: Layout No. 6994 and
Order of Taking
Dated September 17, 1991

Dear Mr. Fanale:

As requested in your letter of recent date,
enclosed is the signed receipt in the above-entitled
matter.

Very truly yours,

HAMPDEN COUNTY COMMISSIONERS

By Leonard J. Collamore
Leonard J. Collamore, Chairman

LJC:C

Enc.

The Commonwealth of Massachusetts

CHICOPEE

Layout No. 6994
and Order of Taking

Hampden ss.

October 25, 1991

I HEREBY CERTIFY that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated September 17, 1991, purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the city or town of Chicopee, as shown on said plan.

Attest:

William J. Martin
Clerk of Courts.



The Commonwealth of Massachusetts

Executive Office of Transportation and Construction

Department of Public Works

Ten Park Plaza, Boston, MA 02116-3973

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT GOVERNOR

RICHARD L. TAYLOR
SECRETARY

JAMES J. KERASIOOTES
COMMISSIONER

September 27, 1991

RECORDED
OCT 29 1 29 PM '91
HAMPDEN

CHICOPEE: Layout No. 6994 and
Order of Taking
dated September 17, 1991

William J. Martin Jr., Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts 01103

Dear Mr. Martin:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of September 17, 1991, alter the location of a section of State Highway laid out in the City of Chicopee in the year 1991.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Sincerely,

Joseph A. Fanale, Director
Right of Way Bureau

JAF/ef

Enclosure:

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

Chicopee
Layout No. 6994
and Order of Taking

The Department of Public Works of the Commonwealth of Massachusetts, acting on behalf of the City of Chicopee, under the provisions of Chapter 81, Section 29A of the General Laws, after Public Notice and a hearing of all parties interested as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that said Department should lay out a new City way and should alter a previously laid out City way, all in behalf of the City of Chicopee, County of Hampden.

The layout consists of establishing a new City way (Technology Drive) extending from East Main Street (State Route 21) across the Chicopee River in a general northerly direction to Fuller Road.

The alteration consists of widening a portion of East Main Street, on both sides thereof, from about station 33+55 of the auxiliary baseline hereinafter described to about station 55+80 of said auxiliary baseline and is made in two sections.

The Main Baseline begins at a point within the existing location of East Main Street shown on the plan hereinafter referred to as Station 199+74.00 and extends thence north $2^{\circ}-54'-10''$ west, 814.12 feet to the point of ending thereof, said point being within the existing location of Fuller Road and being shown on said plans as station 207+88.12.

The Auxiliary Baseline begins at a point within the existing location of East Main Street shown on the plan hereinafter referred to

as station 33+55.00 and extends thence north $83^{\circ}-32'-44''$ east, 126.00 feet; thence by a curve to the left of 800.00 feet radius, 146.65 feet; thence by a curve to the left of 1,440.00 feet radius, 316.21 feet; thence north $60^{\circ}-27'-40''$ east, 217.97 feet; thence by a curve to the right of 1,000.00 feet radius, 378.30 feet; thence north $82^{\circ}-08'-10''$ east, 965.99 feet; thence by a curve to the right of 880.00 feet radius, 73.88 feet to the point of ending thereof, shown on said plan as station 55+80.00.

Note: Station 40+22.58 of the Auxiliary Baseline is identical to station 199+74.00 of the Main Baseline, hereinbefore described.

The easterly location line of the City way hereby laid out begins at a point on the westerly location line of State Highway Layout #4285 laid out on April 5, 1955, said point bearing south $74^{\circ}-31'-47''$ east and being 95.97 feet distant from station 201 of the Main Baseline, hereinbefore described, and extends thence by a curve to the right of 50.00 feet radius, 71.59 feet to a point bearing north $65^{\circ}-13'-30''$ east and being 51.72 feet from said station 201; thence north $2^{\circ}-54'-10''$ west, 572.03 feet to a point bearing south $82^{\circ}-37'-50''$ east and being 48.78 feet from station 207 of the Main Baseline hereinbefore described; thence north $79^{\circ}-01'-33''$ east, 1.54 feet to the point of ending thereof on the southerly location line of Fuller Road, said point bearing south $83^{\circ}-11'-00''$ east and being 50.25 feet from said station 207.

The westerly location line of the City way hereby laid out begins at a point on the northerly location line of East Main Street, said point bearing north $62^{\circ}-54'-49''$ west, and being about 41.56 feet distant from station 200 of the Main Baseline hereinbefore described and extends thence north $2^{\circ}-54'-10''$ west, about 362.22 feet to a point bearing south $61^{\circ}-49'-10''$ west and being 39.81 feet distant from station 204 of the Main Baseline hereinbefore described; thence south $87^{\circ}-05'-50''$ west, 32.00 feet to a point at the edge of the Chicopee River, said point bearing south $73^{\circ}-03'-40''$ west and being 70.09 feet distant from said station 204; thence north $2^{\circ}-54'-10''$ west, 291.85 feet to the point of ending thereof on the southerly location line of Fuller Road, said point bearing south $66^{\circ}-48'-03''$ west and being 72.50 feet distant from station 207 of the Main Baseline hereinbefore described.

SECTION 1

The southerly location line of the first section of City way as hereby altered and laid out begins at a point on the easterly location line of Robbins Road, said point bearing south $16^{\circ}-17'-53''$ west and being 39.04 feet distant from station 34 of the Auxiliary Baseline as hereinbefore described and extends thence north $83^{\circ}-32'-44''$ east, 96.10 feet to a point bearing south $72^{\circ}-29'-37''$ east and being 88.65 feet distant from said station 34; thence by a curve to the left of 836.00 feet radius, 153.25 feet to a point bearing south $54^{\circ}-07'-11''$ east and being 45.77 feet distant from station 36 of the Auxiliary Baseline hereinbefore described; thence by a curve to the left of 1,476.00 feet radius, 324.11 feet to a point bearing south $27^{\circ}-47'-24''$ west and being 66.69 feet distant from station 40 of the Auxiliary

Baseline hereinbefore described; thence north $60^{\circ}-27'-40''$ east, 136.55 feet to the point of ending thereof on the westerly location line of the April 5, 1955 State Highway Layout (L.O. #4285) said point bearing north $84^{\circ}-34'-33''$ east and being 88.10 feet distant from said station 40+00.

SECTION 2

The northerly location line of the second section of the City way as hereby altered and laid out begins at a point on the easterly location line of the April 5, 1955 State Highway Layout (L.O. #4285), said point bearing north $40^{\circ}-37'-51''$ west and being 41.52 feet distant from station 45 of the Auxiliary Baseline hereinbefore described and extends thence by a curve to the right of 1,036.00 feet radius, 62.63 feet to a point bearing north $39^{\circ}-36'-21''$ east and being 54.45 feet distant from said station 45; thence north $82^{\circ}-08'-10''$ east, 839.87 feet to a point bearing north $81^{\circ}-09'-53''$ west and being 125.28 feet distant from station 55 of the Auxiliary Baseline as hereinbefore described; thence north $84^{\circ}-30'-19''$ east, about 218.23 feet to the point of ending thereof on the existing northerly location line of East Main Street, said point bearing north $66^{\circ}-45'-02''$ east and being about 101.69 feet distant from said station 55.

The location lines of the two sections of City way hereby altered and the location lines of a new City way hereby laid out in behalf of the City of Chicopee, all as hereinbefore described, are to be further defined by bounds set thereon at angle points, points of curvature, and at points of beginning and ending thereof, where feasible.

In connection with the construction and reconstruction of said City ways in the locations hereinbefore described, it is necessary to take a certain parcel of land on behalf of the City of Chicopee for flood control purposes.

Said parcel of land, which lies outside the limits of said City ways, is shown as Parcel 10-FP-1-C on the plan hereinafter referred to.

Said parcel of land is hereby taken, in fee simple, on behalf of said City under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil, electricity, and for telephone communications now lawfully in or upon said premises hereby taken.

Parcel 10-FP-1-C: A parcel of land supposed to be owned by Peter P. Pieciak adjoining the northerly location line of the second section of the City way altered and laid out as hereinbefore described, and bounded southerly in three courses by said location line about 218.23 feet, 839.87 feet, and 62.63 feet; westerly by the aforesaid 1955 State Highway Location about 240 feet; northerly, northeasterly, and easterly by the Chicopee River about 1320 feet, about 80 feet, and about 20 feet, respectively; southeasterly and easterly by land now or

formerly of said Peter Pieciak about 209 feet and about 170 feet respectively; and southerly in one course by the existing street line of East Main Street about 24 feet; and containing an area of about 9.27 acres.

For the purpose of replacing an existing drainage easement being taken, the Department of Public Works of the Commonwealth of Massachusetts acting on behalf of the Massachusetts Turnpike Authority does hereby take, under the provisions of Chapter 79 of the General Laws and all other general or special laws thereto enabling, an easement for drainage purposes in the parcel of land shown on the plan hereinafter referred to as Parcel 10-D-1-MTA.

Parcel 10-D-1-MTA: A parcel of land supposed to be owned by John A. Johnston and Donna M. Johnston, bounded by the line described as follows:

Beginning at a point on the southerly location line of Fuller Road at its intersection with the westerly location line of the new City way laid out as described hereinbefore, said point bearing south $66^{\circ}-48'-03''$ west, and being 72.50 feet distant from station 207 of the Main Baseline hereinbefore described and extending thence along the aforementioned Fuller Road location line south $79^{\circ}-01'-33''$ west, 30.73 feet; thence westerly along said location line on a curve to the right of 800.00 foot radius, 19.74 feet; thence leaving said location line south $2^{\circ}-54'-10''$ east, about 316 feet to a point at the edge of the Chicopee River; thence northeasterly along the edge of said River

about 56 feet to a point on the westerly layout line of the new City way previously described; thence along said layout line north $2^{\circ}-54'-10''$ west, 291.85 feet to the point of beginning. Said parcel of land contains about 15,325 square feet.

Easements are hereby taken in behalf of the City of Chicopee in the parcels of land shown on the plan, hereinafter referred to as Parcels 10-D-1-C to 10-D-4-C inclusive, for the purpose of constructing drainage structures and/or drainage ditches, and consist of the right to enter upon said land at any time and to construct thereon, and to use and maintain drainage structures and/or ditches, together with the right to discharge surface water upon said land, for the purpose of draining and maintaining said City ways.

Parcel 10-D-1-C: A parcel of land supposed to be owned by Richard S. Harty, adjoining the southerly location line of the City way as altered and laid out in Section 1 and bounded by said location line and by the line connecting the following points; opposite about Station 37+00 of the Auxiliary Baseline hereinbefore described and on said location line, said point bearing south $19^{\circ}-50'-09''$ east and being 36.00 feet from said station 37; opposite about Station 37+00 of said Auxiliary Baseline and 36 feet distant from said location line; opposite about Station 36+79 of said Auxiliary Base line and 36 feet distant from said location line; opposite about Station 36+80 of said Auxiliary Baseline and on said location line; containing about 720 S.F.

Parcel 10-D-2-C: A parcel of land supposed to be owned by Peter P. Pieciak, adjoining the existing northerly location line of East Main Street and bounded by said location line and by the line connecting the following points: opposite about Station 39+42 of the Auxiliary Baseline hereinbefore described and on said location line, said point bearing north $69^{\circ}-36'-28''$ west and being about 87.21 feet from Station 40 of said Auxiliary Baseline; opposite about Station 39+39 of said Auxiliary Baseline and 12 feet distant from said location line; opposite about Station 39+57 of said Auxiliary Baseline and 21 feet distant from said location line; opposite about Station 39+64 of said Auxiliary Baseline and on said location line; containing about 350 square feet.

Parcel 10-D-3-C: A parcel of land supposed to be owned by Edward P. Nowak and Henry L. Nowak, adjoining the existing southerly location line of East Main Street and bounded by said location line and by the line connecting the following points: opposite about Station 45+11 of the Auxiliary Baseline hereinbefore described and on said location line, said point bearing south $17^{\circ}-41'-49''$ east and being about 59.28 feet from Station 45 of said Auxiliary Baseline; opposite about Station 45+11 of said Auxiliary Baseline and 10 feet distant from said location line; opposite Station 44+86 of said Auxiliary Baseline and 10 feet distant from said location line; opposite Station 44+87 of said Auxiliary Baseline and on said location line; containing about 250 square feet.

Parcel 10-D-4-C: A parcel of land supposed to be owned by Joseph J. Tarka and Mary F. Tarka, adjoining the existing southerly location line of East Main Street and bounded by said location line and by the line connecting the following points: opposite about Station 53+61 of the Auxiliary Baseline hereinbefore described and on said location line, said point bearing south $42^{\circ}-53'-52''$ west and being about 51.64 feet from Station 54 of said Auxiliary Baseline: opposite about Station 53+61 of said Auxiliary Baseline and 5 feet distant from said location line; opposite about Station 53+41 of said Auxiliary Baseline and 5 feet distant from said location line; opposite about Station 53+41 and on said location line; containing about 100 square feet.

Easements are hereby taken in the parcels of land shown on the plan, hereinafter referred to as Parcels 10-TE-1 through 10-TE-7 inclusive, consisting of the right to enter upon said land at any time during the effective period of said easements for:

Parcels 10-TE-1, 10-TE-2, 10-TE-5, 10-TE-6 and 10-TE-7: For the purpose of constructing slopes of excavation and/or embankment and reconstructing existing drives with gravel or bituminous concrete and the removal of trees and shrubs within the slopes and to perform any other necessary incidental construction.

Parcels 10-TE-3 and 10-TE-4: For the purposes of constructing slopes of excavation and or embankment and to perform any other necessary incidental construction.

Said easements are temporary in nature and are to be in effect only for a period of three (3) years from the date of recording of the instrument.

For the purpose of altering and laying out, constructing, and maintaining the City ways as hereinbefore described, the Commonwealth of Massachusetts, Department of Public Works, on behalf of the City of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of all other general or special laws thereto enabling, Parcels 10-1-C through 10-6-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The sections of City way hereby altered and the newly established section laid out as a City way and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee, Hampden County, Altered and an Additional Section Laid Out as a City Way by the Massachusetts Department of Public Works, September 17, 1991, Scale: 40 feet to the inch (except as noted)", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County in Springfield.

For Damages sustained by the following persons or institutions in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.


<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
10-1-C	Richard S. Harty	20,015 S.F.
10-2-C	Chicopee River Technology Park Development Corp.	6,415 S.F.
10-3-C	Peter P. Pieciak	20,110 S.F.
10-4-C	Owner Unknown (Chicopee River)	14,460 S.F.
10-5-C	John A. Johnston and Donna M. Johnston	34,550 S.F.
10-6-C	Peter P. Pieciak	0.99 Ac.
10-FP-1-C	Peter P. Pieciak	9.27 Ac.
10-D-1-MTA	John A. Johnston and Donna M. Johnston	15,325 S.F.
10-D-1-C	Richard S. Harty	720 S.F.
10-D-2-C	Peter P. Pieciak	350 S.F.
10-D-3-C	Edward P. Nowak and Henry L. Nowak d/b/a Nowak's Auto Center	250 S.F.
10-D-4-C	Joseph J. Tarka and Mary F. Tarka	100 S.F.
10-TE-1	Richard S. Harty	14,255 S.F.
10-TE-2	Chicopee River Technology Park Development Corp.	8,370 S.F.
10-TE-3	Peter P. Pieciak	8,085 S.F.
10-TE-4	Peter P. Pieciak	9,120 S.F.
10-TE-5	John A. Johnston and Donna M. Johnston	11,180 S.F.
10-TE-6	Edward P. Nowak and Henry L. Nowak d/b/a Nowak's Auto Center	4,290 S.F.
10-TE-7	Joseph J. Tarka and Mary F. Tarka	7,730 S.F.

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

VOTED: That said way as altered and an additional section laid out, as described herein and shown on said plan, be and the same is hereby altered, and an additional section laid out by the Massachusetts Department of Public Works in behalf of the City of Chicopee; that the Secretary to the Massachusetts Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission attesting that the Department of Public Works has altered, and laid out an additional section of City way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this seventeenth day of September, 1991.



Members
of the
Public Works
Commission

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

Chicopee
Layout No. 6994
and Order of Taking

The Department of Public Works of the Commonwealth of Massachusetts, acting on behalf of the City of Chicopee, under the provisions of Chapter 81, Section 29A of the General Laws, after Public Notice and a hearing of all parties interested as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that said Department should lay out a new City way and should alter a previously laid out City way, all in behalf of the City of Chicopee, County of Hampden.

The layout consists of establishing a new City way (Technology Drive) extending from East Main Street (State Route 21) across the Chicopee River in a general northerly direction to Fuller Road.

The alteration consists of widening a portion of East Main Street, on both sides thereof, from about station 33+55 of the auxiliary baseline hereinafter described to about station 55+80 of said auxiliary baseline and is made in two sections.

The Main Baseline begins at a point within the existing location of East Main Street shown on the plan hereinafter referred to as Station 199+74.00 and extends thence north $2^{\circ}-54'-10''$ west, 814.12 feet to the point of ending thereof, said point being within the existing location of Fuller Road and being shown on said plans as station 207+88.12.

The Auxiliary Baseline begins at a point within the existing location of East Main Street shown on the plan hereinafter referred to

as station 33+55.00 and extends thence north $83^{\circ}-32'-44''$ east, 126.00 feet; thence by a curve to the left of 800.00 feet radius, 146.65 feet; thence by a curve to the left of 1,440.00 feet radius, 316.21 feet; thence north $60^{\circ}-27'-40''$ east, 217.97 feet; thence by a curve to the right of 1,000.00 feet radius, 378.30 feet; thence north $82^{\circ}-08'-10''$ east, 965.99 feet; thence by a curve to the right of 880.00 feet radius, 73.88 feet to the point of ending thereof, shown on said plan as station 55+80.00.

Note: Station 40+22.58 of the Auxiliary Baseline is identical to station 199+74.00 of the Main Baseline, hereinbefore described.

The easterly location line of the City way hereby laid out begins at a point on the westerly location line of State Highway Layout #4285 laid out on April 5, 1955, said point bearing south $74^{\circ}-31'-47''$ east and being 95.97 feet distant from station 201 of the Main Baseline, hereinbefore described, and extends thence by a curve to the right of 50.00 feet radius, 71.59 feet to a point bearing north $65^{\circ}-13'-30''$ east and being 51.72 feet from said station 201; thence north $2^{\circ}-54'-10''$ west, 572.03 feet to a point bearing south $82^{\circ}-37'-50''$ east and being 48.78 feet from station 207 of the Main Baseline hereinbefore described; thence north $79^{\circ}-01'-33''$ east, 1.54 feet to the point of ending thereof on the southerly location line of Fuller Road, said point bearing south $83^{\circ}-11'-00''$ east and being 50.25 feet from said station 207.

The westerly location line of the City way hereby laid out begins at a point on the northerly location line of East Main Street, said point bearing north $62^{\circ}-54'-49''$ west, and being about 41.56 feet distant from station 200 of the Main Baseline hereinbefore described and extends thence north $2^{\circ}-54'-10''$ west, about 362.22 feet to a point bearing south $61^{\circ}-49'-10''$ west and being 39.81 feet distant from station 204 of the Main Baseline hereinbefore described; thence south $87^{\circ}-05'-50''$ west, 32.00 feet to a point at the edge of the Chicopee River, said point bearing south $73^{\circ}-03'-40''$ west and being 70.09 feet distant from said station 204; thence north $2^{\circ}-54'-10''$ west, 291.85 feet to the point of ending thereof on the southerly location line of Fuller Road, said point bearing south $66^{\circ}-48'-03''$ west and being 72.50 feet distant from station 207 of the Main Baseline hereinbefore described.

SECTION 1

The southerly location line of the first section of City way as hereby altered and laid out begins at a point on the easterly location line of Robbins Road, said point bearing south $16^{\circ}-17'-53''$ west and being 39.04 feet distant from station 34 of the Auxiliary Baseline as hereinbefore described and extends thence north $83^{\circ}-32'-44''$ east, 96.10 feet to a point bearing south $72^{\circ}-29'-37''$ east and being 88.65 feet distant from said station 34; thence by a curve to the left of 836.00 feet radius, 153.25 feet to a point bearing south $54^{\circ}-07'-11''$ east and being 45.77 feet distant from station 36 of the Auxiliary Baseline hereinbefore described; thence by a curve to the left of 1,476.00 feet radius, 324.11 feet to a point bearing south $27^{\circ}-47'-24''$ west and being 66.69 feet distant from station 40 of the Auxiliary

Baseline hereinbefore described; thence north $60^{\circ}-27'-40''$ east, 136.55 feet to the point of ending thereof on the westerly location line of the April 5, 1955 State Highway Layout (L.O. #4285) said point bearing north $84^{\circ}-34'-33''$ east and being 88.10 feet distant from said station 40+00.

SECTION 2

The northerly location line of the second section of the City way as hereby altered and laid out begins at a point on the easterly location line of the April 5, 1955 State Highway Layout (L.O. #4285), said point bearing north $40^{\circ}-37'-51''$ west and being 41.52 feet distant from station 45 of the Auxiliary Baseline hereinbefore described and extends thence by a curve to the right of 1,036.00 feet radius, 62.63 feet to a point bearing north $39^{\circ}-36'-21''$ east and being 54.45 feet distant from said station 45; thence north $82^{\circ}-08'-10''$ east, 839.87 feet to a point bearing north $81^{\circ}-09'-53''$ west and being 125.28 feet distant from station 55 of the Auxiliary Baseline as hereinbefore described; thence north $84^{\circ}-30'-19''$ east, about 218.23 feet to the point of ending thereof on the existing northerly location line of East Main Street, said point bearing north $66^{\circ}-45'-02''$ east and being about 101.69 feet distant from said station 55.

The location lines of the two sections of City way hereby altered and the location lines of a new City way hereby laid out in behalf of the City of Chicopee, all as hereinbefore described, are to be further defined by bounds set thereon at angle points, points of curvature, and at points of beginning and ending thereof, where feasible.

In connection with the construction and reconstruction of said City ways in the locations hereinbefore described, it is necessary to take a certain parcel of land on behalf of the City of Chicopee for flood control purposes.

Said parcel of land, which lies outside the limits of said City ways, is shown as Parcel 10-FP-1-C on the plan hereinafter referred to.

Said parcel of land is hereby taken, in fee simple, on behalf of said City under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil, electricity, and for telephone communications now lawfully in or upon said premises hereby taken.

Parcel 10-FP-1-C: A parcel of land supposed to be owned by Peter P. Pieciak adjoining the northerly location line of the second section of the City way altered and laid out as hereinbefore described, and bounded southerly in three courses by said location line about 218.23 feet, 839.87 feet, and 62.63 feet; westerly by the aforesaid 1955 State Highway Location about 240 feet; northerly, northeasterly, and easterly by the Chicopee River about 1320 feet, about 80 feet, and about 20 feet, respectively; southeasterly and easterly by land now or

formerly of said Peter Pieciak about 209 feet and about 170 feet respectively; and southerly in one course by the existing street line of East Main Street about 24 feet; and containing an area of about 9.27 acres.

For the purpose of replacing an existing drainage easement being taken, the Department of Public Works of the Commonwealth of Massachusetts acting on behalf of the Massachusetts Turnpike Authority does hereby take, under the provisions of Chapter 79 of the General Laws and all other general or special laws thereto enabling, an easement for drainage purposes in the parcel of land shown on the plan hereinafter referred to as Parcel 10-D-1-MTA.

Parcel 10-D-1-MTA: A parcel of land supposed to be owned by John A. Johnston and Donna M. Johnston, bounded by the line described as follows:

Beginning at a point on the southerly location line of Fuller Road at its intersection with the westerly location line of the new City way laid out as described hereinbefore, said point bearing south $66^{\circ}-48'-03''$ west, and being 72.50 feet distant from station 207 of the Main Baseline hereinbefore described and extending thence along the aforementioned Fuller Road location line south $79^{\circ}-01'-33''$ west, 30.73 feet; thence westerly along said location line on a curve to the right of 800.00 foot radius, 19.74 feet; thence leaving said location line south $2^{\circ}-54'-10''$ east, about 316 feet to a point at the edge of the Chicopee River; thence northeasterly along the edge of said River

about 56 feet to a point on the westerly layout line of the new City way previously described; thence along said layout line north $2^{\circ}-54'-10''$ west, 291.85 feet to the point of beginning. Said parcel of land contains about 15,325 square feet.

Easements are hereby taken in behalf of the City of Chicopee in the parcels of land shown on the plan, hereinafter referred to as Parcels 10-D-1-C to 10-D-4-C inclusive, for the purpose of constructing drainage structures and/or drainage ditches, and consist of the right to enter upon said land at any time and to construct thereon, and to use and maintain drainage structures and/or ditches, together with the right to discharge surface water upon said land, for the purpose of draining and maintaining said City ways.

Parcel 10-D-1-C: A parcel of land supposed to be owned by Richard S. Harty, adjoining the southerly location line of the City way as altered and laid out in Section 1 and bounded by said location line and by the line connecting the following points; opposite about Station 37+00 of the Auxiliary Baseline hereinbefore described and on said location line, said point bearing south $19^{\circ}-50'-09''$ east and being 36.00 feet from said station 37; opposite about Station 37+00 of said Auxiliary Baseline and 36 feet distant from said location line; opposite about Station 36+79 of said Auxiliary Base line and 36 feet distant from said location line; opposite about Station 36+80 of said Auxiliary Baseline and on said location line; containing about 720 S.F.

Parcel 10-D-2-C: A parcel of land supposed to be owned by Peter P. Pieciak, adjoining the existing northerly location line of East Main Street and bounded by said location line and by the line connecting the following points: opposite about Station 39+42 of the Auxiliary Baseline hereinbefore described and on said location line, said point bearing north $69^{\circ}-36'-28''$ west and being about 87.21 feet from Station 40 of said Auxiliary Baseline; opposite about Station 39+39 of said Auxiliary Baseline and 12 feet distant from said location line; opposite about Station 39+57 of said Auxiliary Baseline and 21 feet distant from said location line; opposite about Station 39+64 of said Auxiliary Baseline and on said location line; containing about 350 square feet.

Parcel 10-D-3-C: A parcel of land supposed to be owned by Edward P. Nowak and Henry L. Nowak, adjoining the existing southerly location line of East Main Street and bounded by said location line and by the line connecting the following points: opposite about Station 45+11 of the Auxiliary Baseline hereinbefore described and on said location line, said point bearing south $17^{\circ}-41'-49''$ east and being about 59.28 feet from Station 45 of said Auxiliary Baseline; opposite about Station 45+11 of said Auxiliary Baseline and 10 feet distant from said location line; opposite Station 44+86 of said Auxiliary Baseline and 10 feet distant from said location line; opposite Station 44+87 of said Auxiliary Baseline and on said location line; containing about 250 square feet.

Parcel 10-D-4-C: A parcel of land supposed to be owned by Joseph J. Tarka and Mary F. Tarka, adjoining the existing southerly location line of East Main Street and bounded by said location line and by the line connecting the following points: opposite about Station 53+61 of the Auxiliary Baseline hereinbefore described and on said location line, said point bearing south 42°-53'-52" west and being about 51.64 feet from Station 54 of said Auxiliary Baseline: opposite about Station 53+61 of said Auxiliary Baseline and 5 feet distant from said location line; opposite about Station 53+41 of said Auxiliary Baseline and 5 feet distant from said location line; opposite about Station 53+41 and on said location line; containing about 100 square feet.

Easements are hereby taken in the parcels of land shown on the plan, hereinafter referred to as Parcels 10-TE-1 through 10-TE-7 inclusive, consisting of the right to enter upon said land at any time during the effective period of said easements for:

Parcels 10-TE-1, 10-TE-2, 10-TE-5, 10-TE-6 and 10-TE-7: For the purpose of constructing slopes of excavation and/or embankment and reconstructing existing drives with gravel or bituminous concrete and the removal of trees and shrubs within the slopes and to perform any other necessary incidental construction.

Parcels 10-TE-3 and 10-TE-4: For the purposes of constructing slopes of excavation and or embankment and to perform any other necessary incidental construction.

Said easements are temporary in nature and are to be in effect only for a period of three (3) years from the date of recording of the instrument.

For the purpose of altering and laying out, constructing, and maintaining the City ways as hereinbefore described, the Commonwealth of Massachusetts, Department of Public Works, on behalf of the City of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of all other general or special laws thereto enabling, Parcels 10-1-C through 10-6-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The sections of City way hereby altered and the newly established section laid out as a City way and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee, Hampden County, Altered and an Additional Section Laid Out as a City Way by the Massachusetts Department of Public Works, September 17, 1991, Scale: 40 feet to the inch (except as noted)", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County in Springfield.

For Damages sustained by the following persons or institutions in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.


<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
10-1-C	Richard S. Harty	20,015 S.F.
10-2-C	Chicopee River Technology Park Development Corp.	6,415 S.F.
10-3-C	Peter P. Pieciak	20,110 S.F.
10-4-C	Owner Unknown (Chicopee River)	14,460 S.F.
10-5-C	John A. Johnston and Donna M. Johnston	34,550 S.F.
10-6-C	Peter P. Pieciak	0.99 Ac.
10-FP-1-C	Peter P. Pieciak	9.27 Ac.
10-D-1-MTA	John A. Johnston and Donna M. Johnston	15,325 S.F.
10-D-1-C	Richard S. Harty	720 S.F.
10-D-2-C	Peter P. Pieciak	350 S.F.
10-D-3-C	Edward P. Nowak and Henry L. Nowak d/b/a Nowak's Auto Center	250 S.F.
10-D-4-C	Joseph J. Tarka and Mary F. Tarka	100 S.F.
10-TE-1	Richard S. Harty	14,255 S.F.
10-TE-2	Chicopee River Technology Park Development Corp.	8,370 S.F.
10-TE-3	Peter P. Pieciak	8,085 S.F.
10-TE-4	Peter P. Pieciak	9,120 S.F.
10-TE-5	John A. Johnston and Donna M. Johnston	11,180 S.F.
10-TE-6	Edward P. Nowak and Henry L. Nowak d/b/a Nowak's Auto Center	4,290 S.F.
10-TE-7	Joseph J. Tarka and Mary F. Tarka	7,730 S.F.

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

VOTED: That said way as altered and an additional section laid out, as described herein and shown on said plan, be and the same is hereby altered, and an additional section laid out by the Massachusetts Department of Public Works in behalf of the City of Chicopee; that the Secretary to the Massachusetts Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission attesting that the Department of Public Works has altered, and laid out an additional section of City way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this seventeenth day of September, 1991.



Members
of the
Public Works
Commission

The Commonwealth of Massachusetts

CHICOPEE

Layout No. 6994
and Order of Taking

City-Town of.. Chicopee ..

....., 1991 .

I HEREBY CERTIFY that the following document and plan have been this day
filed in the office of the City-Town Clerk of said City-Town, to wit:—

1. A certified copy of a plan and location bearing thereon a certificate dated
..... September 17,1991 , purporting to be signed by the Department of
Public Works, or a majority of the members thereof, attesting that the said De-
partment of Public Works has altered the location of the State highway in
..... Chicopee, and has laid out and taken charge of, as a State highway,
said way as altered in the city or town of.....Chicopee....., as shown
on said plan.

Attest:

City-Town Clerk.

1992

Chicopee



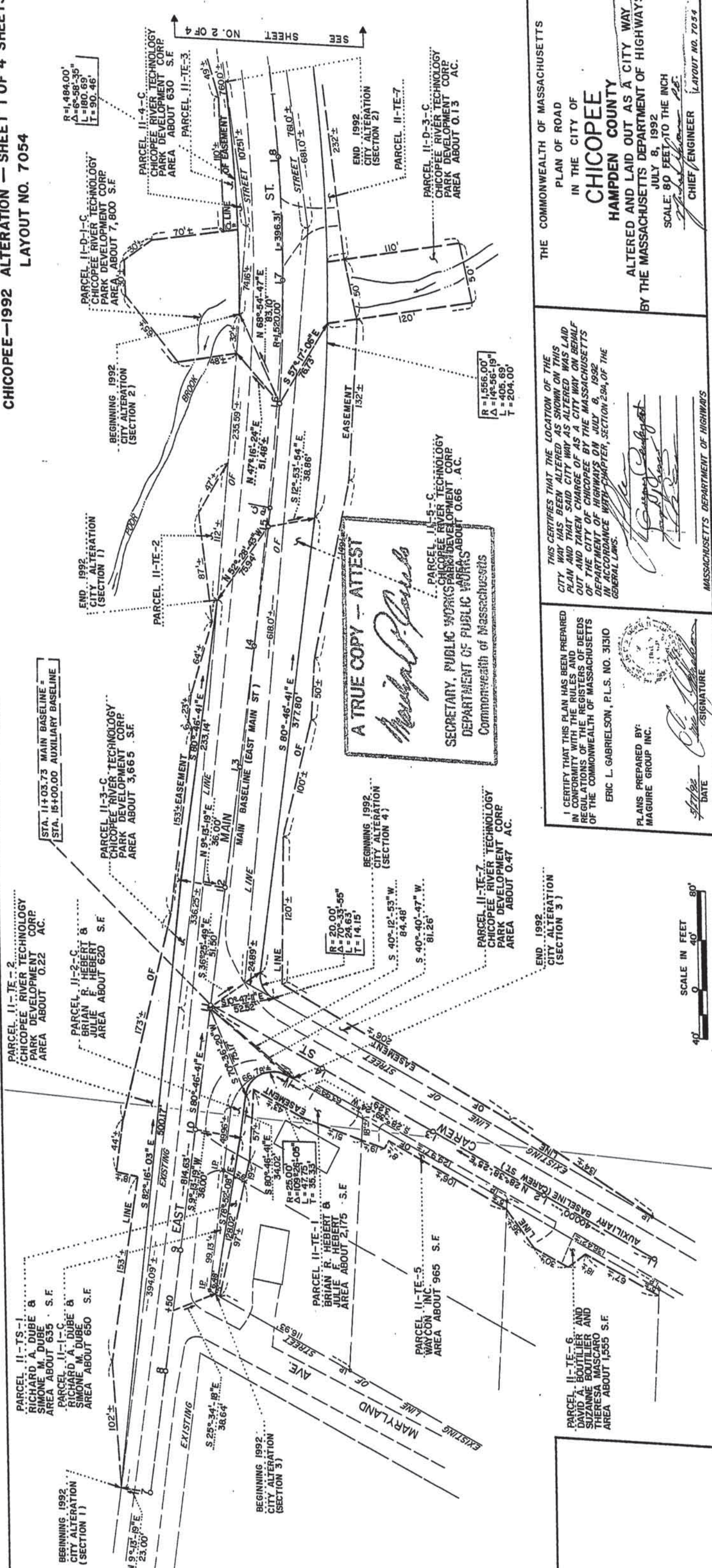
**STATE HIGHWAY LAYOUT PLAN #7054
East Main St., Carew St. to Springfield line.**

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 281 PAGES 115-118.

INDEXING

STATE HIGHWAY LAYOUT PLAN #7054

- Image Info** SH54025 Chicopee
- Image Info** SH54025 Springfield
- Image Info** SH54025 Carew Street
- Image Info** SH54025 East Main Street



THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE CITY OF
CHICOPEE
HAMPDEN COUNTY
ALTERED AND LAID OUT AS A CITY WAY
BY THE MASSACHUSETTS DEPARTMENT OF HIGHWAYS
JULY 8, 1932
SCALE: 80 FEET TO THE INCH
W. H. L. Brown P.E.
CHIEF ENGINEER
LAYOUT NO. 7054

THIS CERTIFIES THAT THE LOCATION OF THE CITY WAY HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT SAID CITY WAY AS ALTERED WAS LAID OUT AND TAKEN CHARGE OF AS A CITY WAY ON BEHALF OF THE CITY OF CHICOPEE BY THE MASSACHUSETTS DEPARTMENT OF HIGHWAYS ON JULY 8, 1932 IN ACCORDANCE WITH CHAPTER, SECTION 29A, OF THE GENERAL LAWS.



Ernest S. Gifford
Joseph W. Gifford
W. H. R. R.

MASSACHUSETTS DEPARTMENT OF HIGHWAYS

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED
IN CONFORMITY WITH THE RULES AND
REGULATIONS OF THE "REGISTERS OF DEEDS
OF THE COMMONWEALTH OF MASSACHUSETTS"

ERIC L. GABRIELSON, P.L.S. NO. 31310

PLANS PREPARED BY:
MAGUIRE GROUP INC.

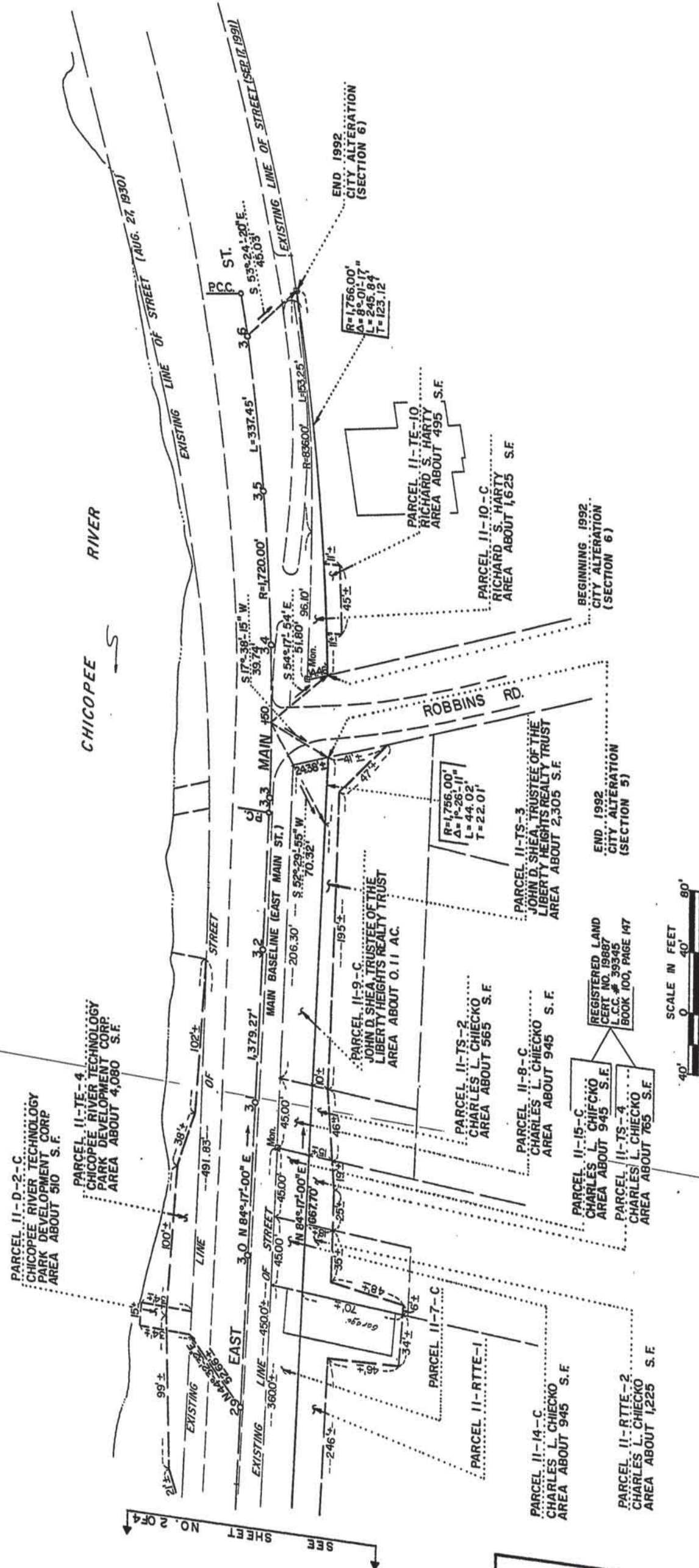
SIGNATURE

5/17/92
DATE

A horizontal scale bar labeled "SCALE IN FEET". It has markings at 40' and 80'.

LAYOUT NO. 7054









The Commonwealth of Massachusetts

Executive Office of Transportation and Construction

Department of Public Works

Ten Park Plaza, Boston 02116-3973

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT GOVERNOR

RICHARD L. TAYLOR
SECRETARY

JAMES J. KERASIOOTES
COMMISSIONER

July 28, 1992

CHICOPEE: Layout No. 7054
dated July 8, 1992

William J. Martin, Clerk
Hampden County Commissioners
Hall of Justice
50 State Street
P.O. Box 559
Springfield, MA 01102

Dear Mr. Martin:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Massachusetts Highway Department did, under date of July 8, 1992 alter the location of a section of State Highway in the City of Chicopee that had been previously altered in 1992.

A plan thereof and a certificate that said Massachusetts Highway Department has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Sincerely,

Edward J. Corcoran II
Director, Right of Way Bureau

EJC/lag

Enclosure:

The Massachusetts Department of Public Works
is now
The Massachusetts Highway Department

REC'D COUNTY COMMISSIONERS
AUG 3 1 07 PM '92
HAMPDEN

The Commonwealth of Massachusetts

CHICOPEE

Layout No. 7054
and Order of Taking

Hampden

ss.

August 10, , 19⁹²

I HEREBY CERTIFY that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated July 8, 19⁹², purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the city or town of Chicopee, as shown on said plan.

Attest:

William J. Mattes
Clerk of Courts.

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF HIGHWAYS

Chicopee
Layout No. 7054
and Order of Taking

The Department of Highways of the Commonwealth of Massachusetts, acting on behalf of the City of Chicopee, under the provisions of Chapter 81, Section 29A of the General Laws, hereby adjudges that public necessity and convenience require that said Department should alter a previously laid out City way, in behalf of the City of Chicopee, County of Hampden.

The alteration consists of widening portions of East Main Street (State Route 21), on both sides thereof, from about Station 7+00 of the Main Baseline hereinafter described to about Station 36+27.66 of said Main Baseline and from about Station 50+60 of said Main Baseline to about Station 61+93 of said Main Baseline and is made in eight sections. The alteration also consists of widening a portion of Carew Street on one side, from about Station 11+00 of the Auxiliary Baseline hereinafter described to about Station 15+00 of said Auxiliary Baseline.

The first section of the Main Baseline begins at a point within the existing location of East Main Street shown on the plan hereinafter referred to as Station 7+00.00 and extends thence south $80^{\circ}-46'-41''$ east, 814.63 feet; thence by a curve to the left of 1,520.00 feet radius, 396.31 feet; thence north $84^{\circ}-17'-00''$ east, 1,379.27 feet, thence by a curve to the left of 1,720.00 feet radius, 337.45 feet to the point of ending thereof, shown on said plan as Station 36+27.66, and being equivalent to Station 36+27.66 of the Auxiliary Baseline of Layout No. 6994 in Chicopee, of September 17, 1991.

The second section of the Main Baseline begins at a point within the existing location of East Main Street shown on the plan hereinafter referred to as Station 50+60.00, said point being equivalent to Station 50+60.00 of the Auxiliary Baseline of Layout No. 6994 in Chicopee, of September 17, 1991, and extends thence north $82^{\circ}-08'-10''$ east, 426.91 feet; thence by a curve to the right of 880.00 feet radius, 188.31 feet; thence by a curve to the right of 560.00 feet radius, 517.82 feet to the point of ending thereof, shown on said plan as Station 61+93.04, said point being the intersection of said Main Baseline with the city line of the City of Chicopee and equivalent to Station 61+93.04 of the Main Baseline of Layout No. 7053 in Springfield of even date with this instrument.

The Auxiliary Baseline begins at a point within the existing location at Carew Street shown on the plan hereinafter referred to as Station 11+00.00 and extends thence north $28^{\circ}-38'-25''$ east, 400.00 feet to the point of ending thereof, shown on said plan as Station 15+00.00.

Note: Station 15+00.00 of the Auxiliary Baseline is identical to Station 11+03.73 of the Main Baseline hereinbefore described.

SECTION 1

The location line of the first section of City way as hereby altered and laid out begins at a point on the northerly location line of East Main Street, said point bearing north $9^{\circ}-13'-19''$ east and being 23.00 feet distant from Station 7 of the Main Baseline herein-

before described and extends thence south $82^{\circ}-16'-03''$ east, 500.17 feet to a point bearing north $9^{\circ}-13'-19''$ east and being 36.00 feet distant from Station 12 of the Main Baseline hereinbefore described; thence south $80^{\circ}-46'-41''$ east, 233.14 feet to the point of ending thereof on the existing northerly location line of East Main Street, said point bearing north $52^{\circ}-28'-43''$ west and being 75.94 feet distant from Station 15 of the Main Baseline hereinbefore described.

SECTION 2

The location line of the second section of City way as hereby altered and laid out begins at a point on the northerly location line of East Main Street, said point bearing north $68^{\circ}-54'-47''$ east and being 83.10 feet distant from Station 16 of the Main Baseline hereinbefore described and extends thence by a curve to the left of 1,484.00 feet radius, 180.69 feet to the point of ending thereof on the existing northerly location line of East Main Street, said point bearing north $51^{\circ}-36'-11''$ west and being 52.82 feet distant from Station 19 of the Main Baseline hereinbefore described.

SECTION 3

The location line of the third section of City way as hereby altered and laid out begins at a point of the easterly location line of Maryland Avenue, said point bearing south $25^{\circ}-34'-18''$ east and being 38.64 feet distant from Station 8+50 of the Main Baseline hereinbefore described and extends thence south $78^{\circ}-52'-08''$ east, 128.02 feet to a point bearing south $9^{\circ}-13'-19''$ west and being 36.00 feet distant from Station 10 of the Main Baseline hereinbefore

described; thence south $80^{\circ}-46'-41''$ east, 34.02 feet to a point bearing south $70^{\circ}-36'-20''$ west and being 75.17 feet distant from Station 11 of the Main Baseline hereinbefore described; thence by a curve to the right of 25.00 feet radius, 47.75 feet to a point bearing south $40^{\circ}-40'-47''$ west and being 81.26 feet distant from said Station 11; thence south $28^{\circ}-39'-24''$ west, 3.29 feet to the point of ending thereof on the westerly location line of Carew Street, said point bearing south $40^{\circ}-12'-53''$ west and being 84.48 feet distant from said Station 11.

SECTION 4

The location line of the fourth section of City way as hereby altered and laid out begins at a point on the easterly location line of Carew Street, said point bearing south $10^{\circ}-47'-11''$ east and being 52.52 feet distant from Station 11 of the Main Baseline hereinbefore described and extends thence by a curve to the right of 20.00 feet radius, 24.63 feet to a point bearing south $36^{\circ}-25'-49''$ east and being 51.50 feet distant from said Station 11; thence south $80^{\circ}-46'-41''$ east, 377.80 feet to a point bearing south $12^{\circ}-53'-54''$ east and being 38.86 feet distant from Station 15 of the Main Baseline hereinbefore described; thence by a curve to the left of 1,556.00 feet radius, 405.69 feet to a point bearing south $22^{\circ}-36'-05''$ east and being 37.66 feet distant from Station 19 of the Main Baseline hereinbefore described; thence north $84^{\circ}-17'-00''$ east, 671.55 feet to the point of ending thereof on the westerly location line of Eton Street, said point bearing south $20^{\circ}-13'-15''$ west and being 40.03 feet distant from Station 26 of the Main Baseline hereinbefore described.

SECTION 5

The location line of the fifth section of City way as hereby altered and laid out begins at a point on the easterly location line of Eton Street, said point bearing south $37^{\circ}-44'-30''$ east and being 42.46 feet distant from Station 26 of the Main Baseline hereinbefore described and extends thence north $84^{\circ}-17'-00''$ east, 667.70 feet to a point bearing south $52^{\circ}-29'-55''$ west and being 70.32 feet distant from Station 33+50 of the Main Baseline hereinbefore described; thence by a curve to the left of 1,756.00 feet radius, 44.02 feet to the point of ending thereof on the westerly location line of Robbins Road, said point bearing south $17^{\circ}-38'-15''$ west and being 39.74 feet distant from said Station 33+50.

SECTION 6

The location line of the sixth section of City way as hereby altered and laid out begins at a point on the easterly location line of Robbins Road, said point bearing south $54^{\circ}-17'-54''$ east and being 51.80 feet distant from Station 33+50 of the Main Baseline hereinbefore described and extends thence by a curve to the left of 1,756.00 feet radius, 245.84 feet to the point of ending thereof on the southerly location line of September 17, 1991 (Layout No. 6994), said point bearing south $53^{\circ}-24'-20''$ east and being 45.03 feet distant from Station 36 of the Main Baseline hereinbefore described.

SECTION 7

The location line of the seventh section of City way as hereby altered and laid out begins at a point on the northerly location line of East Main Street, said point bearing north $28^{\circ}-50'-47''$ east and being 36.53 feet distant from Station 56 of the Main Baseline as hereinbefore described and extends thence by a curve to the right of 912.02 feet radius, 60.06 feet to a point bearing north $69^{\circ}-16'-21''$ east and being 82.99 feet distant from said Station 56; thence by a curve to the right of 592.02 feet radius, 105.34 feet to the point of ending thereof on the existing northerly location line of East Main Street, said point bearing north $23^{\circ}-02'-37''$ west and being 41.15 feet distant from Station 58 of the Main Baseline hereinbefore described.

SECTION 8

The location line of the eight section of the City way as hereby altered and laid out begins at a point on the southerly location line of East Main Street, said point bearing south $18^{\circ}-28'-06''$ west and being 30.01 feet distant from Station 58 of the Main Baseline hereinbefore described and extends thence by a curve to the right of 530.00 foot radius, 371.90 feet to the point of ending thereof on the city line of the City of Chicopee, said point bearing south $35^{\circ}-02'-06''$ west and being 32.27 feet distant from Station 61+80 of the Main Baseline hereinbefore described.

The location lines of the eight sections of the City way hereby altered and laid out in behalf of the City of Chicopee, all as hereinbefore described, are to be further defined by bounds set thereon at

angle points, points of curvature, and at points of beginning and ending thereof, where feasible.

Easements are hereby taken in behalf of the City of Chicopee in the parcels of land shown on the plan, hereinafter referred to as Parcels 11-D-1-C to 11-D-4-C inclusive and Parcels 11-DS-1-C and 11-DS-2-C, for the purpose of constructing drainage structures and/or drainage ditches and channel improvements, and consist of the right to enter upon said land at any time and to construct thereon, and to use and maintain drainage structures and/or ditches and channel improvements, together with the right to discharge surface water upon said land, for the purpose of draining and maintaining City ways.

Parcel 11-D-1-C: A parcel of land supposed to be owned by the Chicopee River Technology Park Development Corp., adjoining the existing northerly location line of East Main Street and the location line of the City way altered and laid out in Section 2, and bounded by said location lines and by the line connecting the following points: opposite about Station 16+37 of the Main Baseline hereinbefore described and on said location line, said point bearing north $47^{\circ}-16'-24''$ east and being about 51.48 feet from Station 16 of said Main Baseline; opposite about Station 16+24 of said Main Baseline and 46 feet distant from said location line; opposite about Station 16+75 of said Main Baseline and 93 feet distant from said location line; opposite about Station 17+05 of said Main Baseline and 93 feet distant from said location line; opposite about Station 17+25 of said Main Baseline and 70 feet distant from said location line; opposite about Station 17+40 of said Main Baseline and on said location line; containing about 7,800 S.F.

Parcel 11-D-2-C: A parcel of land supposed to be owned by the Chicopee River Technology Park Development Corp., adjoining the existing northerly location line of East Main Street and bounded by said location line and by the line connecting the following points: opposite about Station 29+42 of the Main Baseline hereinbefore described and on said location line, said point bearing north $44^{\circ}-32'-32''$ east and being about 52.66 feet distant from Station 29 of said Main Baseline; opposite about Station 29+42 of said Main Baseline and 34 feet distant from said location line; opposite about Station 29+57 of said Main Baseline and 34 feet distant from said location line; opposite about Station 29+57 of said Main Baseline and on said location line; containing about 510 S.F.

Parcel 11-D-3-C: A parcel of land supposed to be owned by the Chicopee River Technology Park Development Corp., adjoining the southerly location line of the City way as altered and laid out in Section 4 and bounded by said location line and by the line connecting the following points: opposite about Station 16+68 of the Main Baseline hereinbefore described and on said location line, said point bearing south $57^{\circ}-17'-06''$ east and being 76.73 feet distant from Station 16 of said Main Baseline; opposite about Station 16+94 of said Main Baseline and 117 feet distant from said location line; opposite about Station 17+36 of said Main Baseline and 107 feet distant from said location line; opposite about Station 17+17 of said Main Baseline and on said location line; containing about 0.13 Acres.

Parcel 11-D-4-C: A parcel of land supposed to be owned by Joseph J. Tarka and Mary F. Tarka, adjoining the existing southerly location line of East Main Street and bounded by said location line and by the line connecting the following points: opposite about Station 53+45 of the Main Baseline hereinbefore described and on said location line; said point bearing south $61^{\circ}-05'-38''$ east and being about 55.21 feet from Station 53 of said Main Baseline; opposite about Station 53+45 of said Main Baseline and 30 feet distant from said location line; opposite about Station 53+55 of said Main Baseline and 30 feet distant from said location line; opposite about Station 53+55 of said Main Baseline and on said location line; containing about 300 S.F.

Parcel 11-DS-1-C: A parcel of land supposed to be owned by Joseph J. Tarka and Mary F. Tarka, adjoining the existing southerly location line of East Main Street and the location line of the City way altered and laid out in Section 8 and bounded by said location lines and by the line connecting the following points: opposite about Station 55+12 of the Main Baseline hereinbefore described and on said location line, said point bearing south $25^{\circ}-46'-01''$ east and being about 39.72 feet distant from Station 55 of said Main Baseline; opposite about Station 55+98 of said Main Baseline and 27 feet distant from said location line; opposite about Station 57+49 of said Main Baseline and 28 feet from said location line; opposite about Station 59 of said Main Baseline and 31 feet from said location line; opposite about Station 60+45 of said Main Baseline and 32 feet from said location line; opposite about Station 60+35 of said Main Baseline and on said location line; containing an area of about 0.30 acres.

Parcel 11-DS-2-C: A parcel of land supposed to be owned by the Western Mass. Electric Co., adjoining the location line of the City way altered and laid out in Section 8 and bounded by said location line and by the line connecting the following points: opposite about Station 60+35 of the Main Baseline hereinbefore described and on said location line, said point bearing south 10°-20'-27" east and being 46.49 feet distant from Station 60 of said Main Baseline; opposite about Station 60+45 of said Main Baseline and about 32 feet from said location line; opposite about Station 61+38 of said Main Baseline and about 31 feet from said location line; opposite about Station 61+80 of said Main Baseline and about 46 feet from said location line, said point being on the city line of the City of Chicopee; containing an area of about 0.11 acres.

Easements are hereby taken in the parcels of land shown on the plan, hereinafter referred to as Parcels 11-TE-1 through 11-TE-8, inclusive, and 11-TE-10, 11-TE-11 and 11-TE-13, Parcels 11-TS-1 through 11-TS-4 inclusive, and Parcels 11-RTTE-1 and 11-RTTE-2, and consist of the right to enter upon said land at any time during the effective period of said easements for:

Parcels 11-TE-1, 11-TE-2, 11-TE-3, 11-TE-5, 11-TE-6, 11-TE-8, 11-TE-13:

For the purpose of constructing slopes of excavation and/or embankment and reconstructing existing drives with gravel or bituminous concrete and to perform any other necessary incidental construction.

Parcels 11-RTTE-1, 11-RTTE-2: For the purpose of constructing slopes of excavation and/or embankment, reconstructing existing drives with bituminous concrete, and removing an existing structure and to perform any other necessary incidental construction.

Parcel 11-TE-10: For the purpose of reconstructing an existing drive with bituminous concrete and to perform any other necessary incidental construction.

Parcels 11-TE-4, 11-TE-7, 11-TE-11, 11-TS-1 through 11-TS-4:
For the purposes of constructing slopes of excavation and/or embankment and to perform any other necessary incidental construction.

Said easements are temporary in nature and are to be in effect only for a period of three (3) years from the date of recording of the instrument.

For the purpose of altering and laying out, constructing, and maintaining the City ways as hereinbefore described, the Commonwealth of Massachusetts, Department of Highways, on behalf of the City of Chicopee, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of all other general or special laws thereto enabling, Parcels 11-1-C through 11-15-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

The sections of City way hereby altered and laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Highways and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Chicopee, Hampden County, Altered and Laid Out as a City Way by the Massachusetts Department of Highways, July 8, 1992,

Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County in Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinafter referred to as Parcels 11-6-C and 11-TE-8, 11-7-C and 11-RTTE-1, 11-8-C and 11-TS-2, 11-14-C and 11-RTTE-2, and 11-15-C and 11-TS-4, said land being registered in the Land Court at Springfield and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield as follows:

<u>Parcel</u>	<u>Owner</u>	<u>Land Court Case</u>	<u>Certificate</u>	<u>Book</u>	<u>Page</u>
11-6-C	Gregory B. Chiecko and Mary Ann Chiecko	31626	23071	122	31
11-TE-8	Gregory B. Chiecko and Mary Ann Chiecko	31626	23071	122	31
11-7-C	Charles L. Chiecko	31626	11299	57	59
11-RTTE-1	Charles L. Chiecko	31626	11299	57	59
11-8-C	Charles L. Chiecko	39345	19887	100	147

<u>Parcel</u>	<u>Owner</u>	<u>Land Court Case</u>	<u>Certificate</u>	<u>Book</u>	<u>Page</u>
11-TS-2	Charles L. Chiecko	39345	19887	100	147
11-14-C	Charles L. Chiecko	39345	19887	100	147
11-RTTE-2	Charles L. Chiecko	39345	19887	100	147
11-15-C	Charles L. Chiecko	31626	11299	57	59
11-TS-4	Charles L. Chiecko	31626	11299	57	59

For Damages sustained by the following owners by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
11-1-C	Richard A. Dube and Simone M. Dube	650 S.F.
11-2-C	Brian R. Hebert and Julie F. Hebert	620 S.F.
11-3-C	Chicopee River Technology Park Development Corp.	3,665 S.F.
11-4-C	Chicopee River Technology Park Development Corp.	630 S.F.
11-5-C	Chicopee River Technology Park Development Corp.	0.66 Ac.
11-6-C	Gregory B. Chiecko and Mary Ann Chiecko	1,720 S.F.
11-7-C	Charles L. Chiecko	0.18 Ac.
11-8-C	Charles L. Chiecko	945 S.F.
11-9-C	John D. Shea, Trustee of The Liberty Heights Realty Trust,	0.11 Ac.
11-10-C	Richard S. Harty	1,625 S.F.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
11-11-C	Joseph J. Tarka and Mary F. Tarka	1,840 S.F.
11-12-C	Peter P. Pieciak	250 S.F.
11-13-C	Western Massachusetts Electric Company	0.10 Ac.
11-14-C	Charles L. Chiecko	945 S.F.
11-15-C	Charles L. Chiecko	945 S.F.
11-D-1-C	Chicopee River Technology Park Development Corp.	7,800 S.F.
11-D-2-C	Chicopee River Technology Park Development Corp.	510 S.F.
11-D-3-C	Chicopee River Technology Park Development Corp.	0.13 Ac.
11-D-4-C	Joseph J. Tarka and Mary F. Tarka	300 S.F.
11-DS-1-C	Joseph J. Tarka and Mary F. Tarka	0.30 Ac.
11-DS-2-C	Western Massachusetts Electric Company	0.11 Ac.
11-TE-1	Brian R. Hebert and Julie F. Hebert	2,175 S.F.
11-TE-2	Chicopee River Technology Park Development Corp.	0.22 Ac.
11-TE-3	Chicopee River Technology Park Development Corp.	0.32 Ac.
11-TE-4	Chicopee River Technology Park Development Corp.	4,080 S.F.
11-TE-5	Waycon Inc.	965 S.F.
11-TE-6	David A. Boutilier and Suzanne Boutilier and Theresa Mascaro	1,555 S.F.
11-TE-7	Chicopee River Technology Park Development Corp.	0.47 Ac.
11-TE-8	Gregory B. Chiecko and Mary Ann Chiecko	425 S.F.
11-TE-10	Richard S. Harty	495 S.F.
11-TE-11	Joseph J. Tarka and Mary F. Tarka	2,710 S.F.

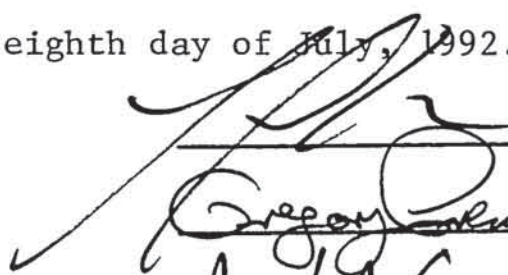
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
11-TE-13	Peter P. Pieciak	0.10 Ac.
11-RTTE-1	Charles L. Chiecko	0.18 Ac.
11-RTTE-2	Charles L. Chiecko	1,225 S.F.
11-TS-1	Richard A. Dube and Simone M. Dube	635 S.F.
11-TS-2	Charles L. Chiecko	565 S.F.
11-TS-3	John D. Shea, Trustee of The Liberty Heights Realty Trust,	2,305 S.F.
11-TS-4	Charles L. Chiecko	765 S.F.

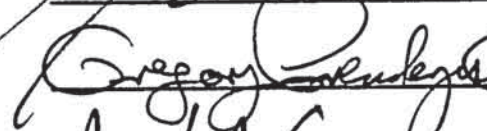
The names of the owners herein given, although supposed to be correct,
are such only as matters of opinion and belief.

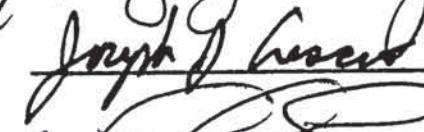
It is therefore
VOTED:

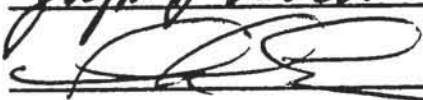
That said way as altered and laid out, as described herein and shown on said plan, be and the same is hereby altered and laid out by the Massachusetts Department of Highways in behalf of the City of Chicopee; that the Secretary to the Massachusetts Highways Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Highways Commission attesting that the Department of Public Works has altered and laid out a section of City way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eighth day of July, 1992.



Members


of


the


Highways

Commission

1955

Chicopee



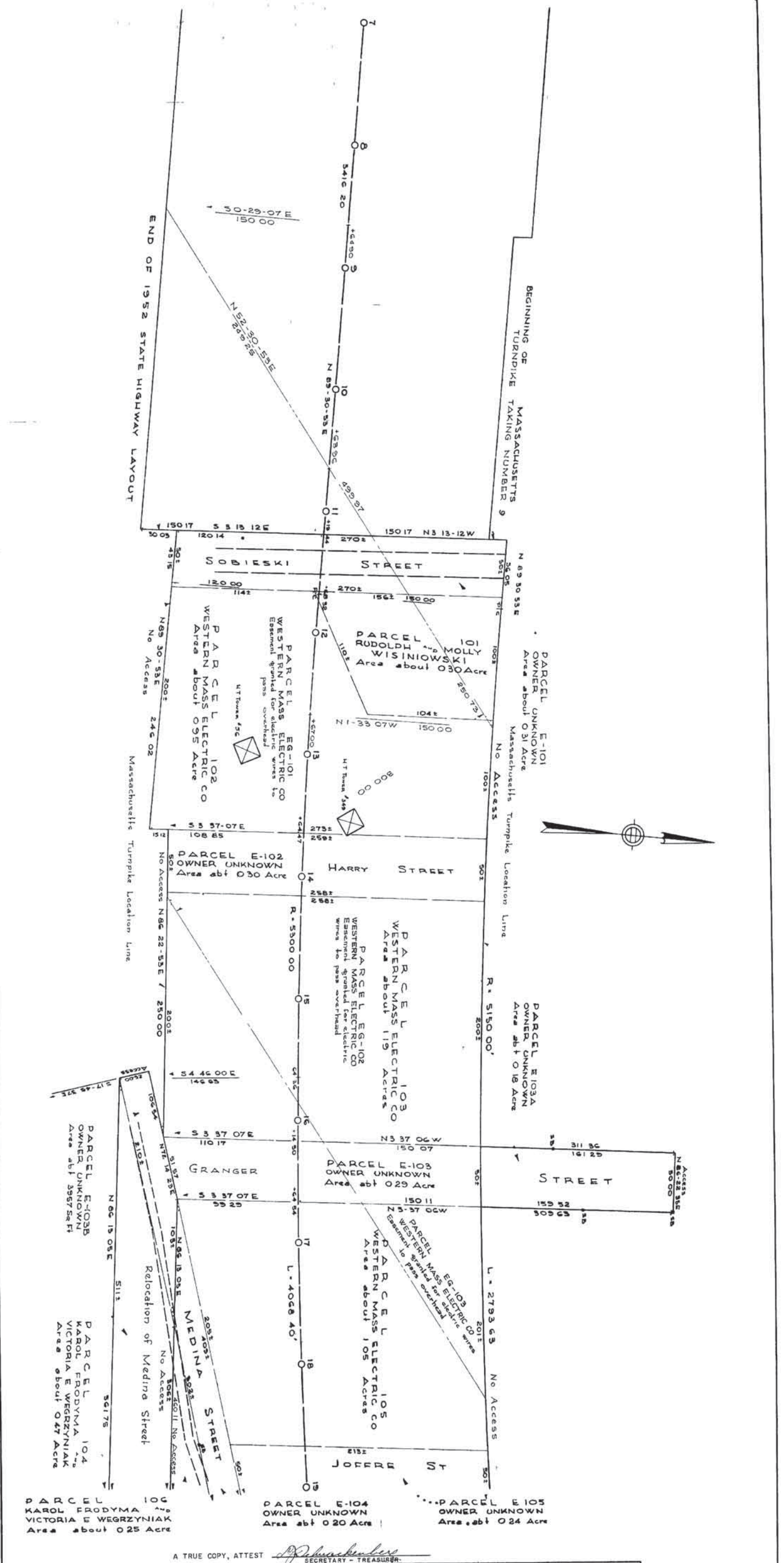
STATE HIGHWAY LAYOUT #9
I-90, Mass. Pike, Sobieski St. to Granby Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 46 PAGES 46-66.

INDEXING

STATE HIGHWAY LAYOUT #9

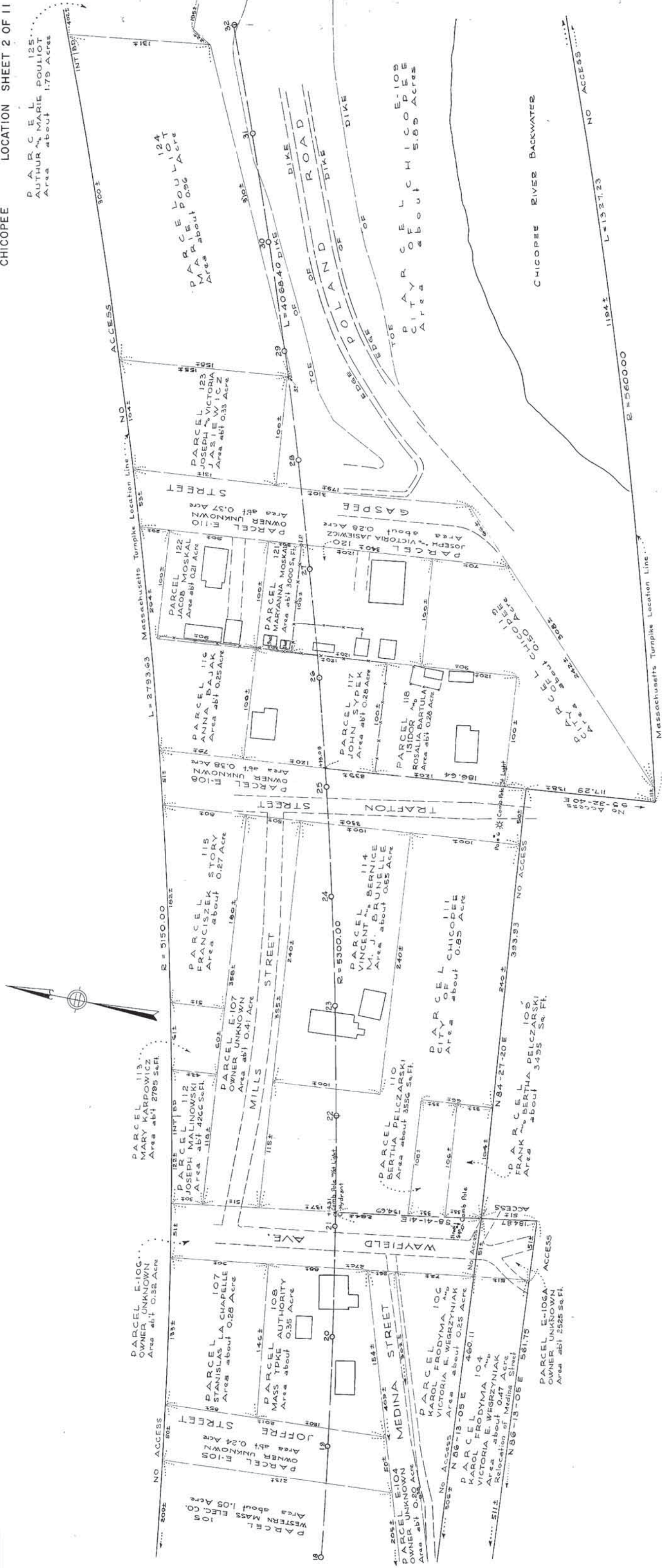
- Image Info SH54026 Chicopee
- Image Info SH54026 Granby Road
- Image Info SH54026 I-90
- Image Info SH54026 Mass. Pike
- Image Info SH54026 Sobieski Street



<p>Plan for the location of an EXPRESS TOLL HIGHWAY known as "MASSACHUSETTS TURNPIKE" in the City of CHICOPEE HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY</p> <p>Date January 13 1955 Scale 40 feet to the inch Chief Engineer <i>[Signature]</i></p>	<p>This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY on January 13 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952</p> <p><i>William F. Gosselin</i> Chairman <i>Bertram H. Grant</i> Vice Chairman <i>John R. Hawes</i> Member MASSACHUSETTS TURNPIKE AUTHORITY</p> <p>Approved: <i>[Signature]</i> Howard, Needles, Tammen & Bergendoff</p>	ORDER OF TAKING NO. 9
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LOCATION SHEET 2 OF 11

P A R C E L 125...
AUTHOR ^{no} MARIE POULIOT
Area about 1.79 Acres





PARCELS 133
ORPHIR & VICTORIA CHAPDELAINE
Area about 5.30 Acres

PARCELS 132
WLADELOW & KATANYGKA KAMINSKI
Area about 10.1 Sq. Ft

PARCELS 124
MARIE POULIOT
Area about 0.92 Acres

PARCELS 125
ARTHUR & MARIE POULIOT
Area about 1.79 Acres

PARCELS E-102
CITY OF CHICOPEE
Area about 5.89 Acres

PARCELS 126
Area about 3.10 Acres

PARCELS 128
DANIEL & APOLLONIA TWAROG
Area about 1.15 Acres

PARCELS 130
MASS TPKE AUTHORITY
Area about 0.51 Acres

PARCELS 129
CHICOPEE PROVISION CO. INC.
Area about 0.47 Acres

PARCELS 131
JAN & JULIA SZCZEPANEK
Area about 0.17 Acres

PARCELS E-112
OWNERS UNKNOWN
Area about 0.49 Acres

PARCELS
CONRAD & CORINNE LA BONTÉ
Area about 3.39 Acres

CHICOPEE RIVER BACKWATER
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L=1194.2

INT. L=1327.23

NO ACCESS
R=5450.00
L=521.17
Massachusetts Turnpike Location Line

NO ACCESS

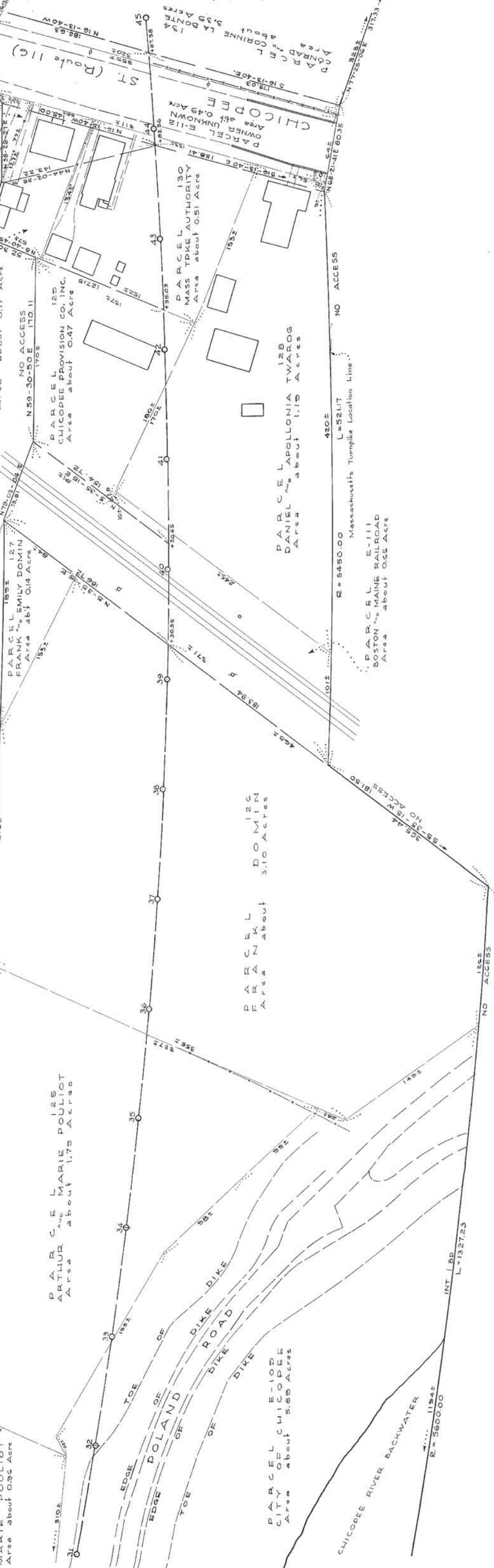
Massachusetts Turnpike Location Line
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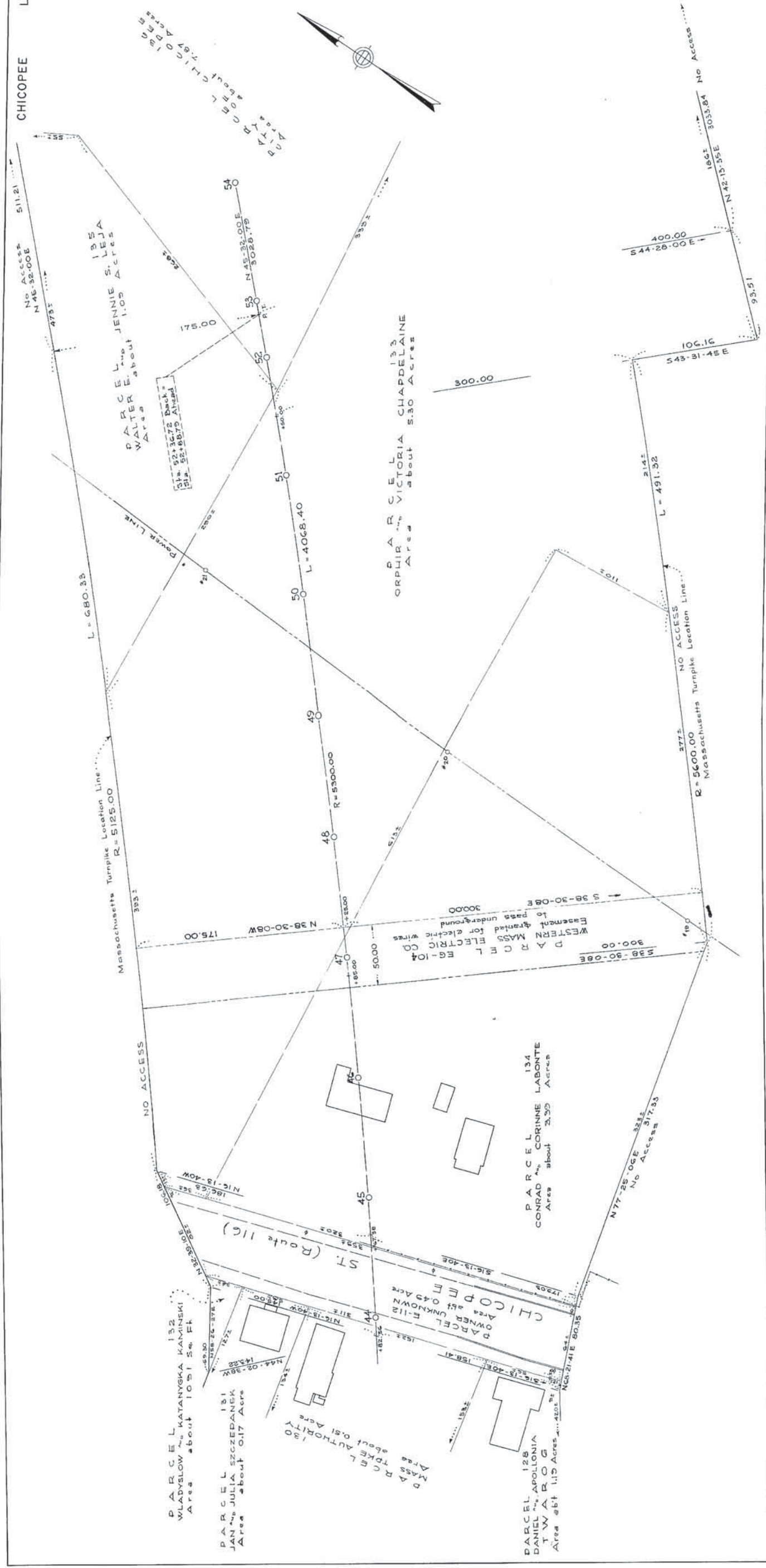
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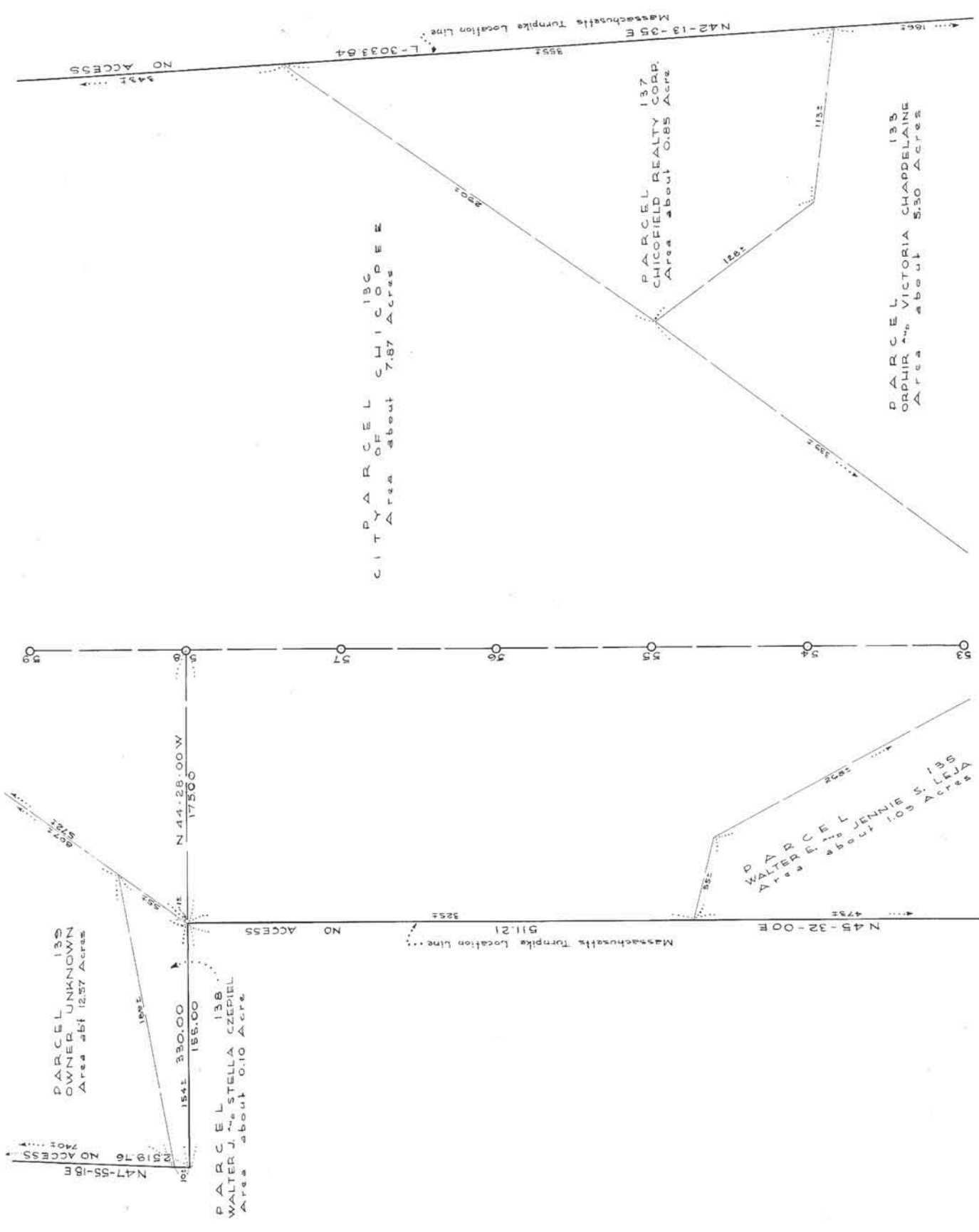
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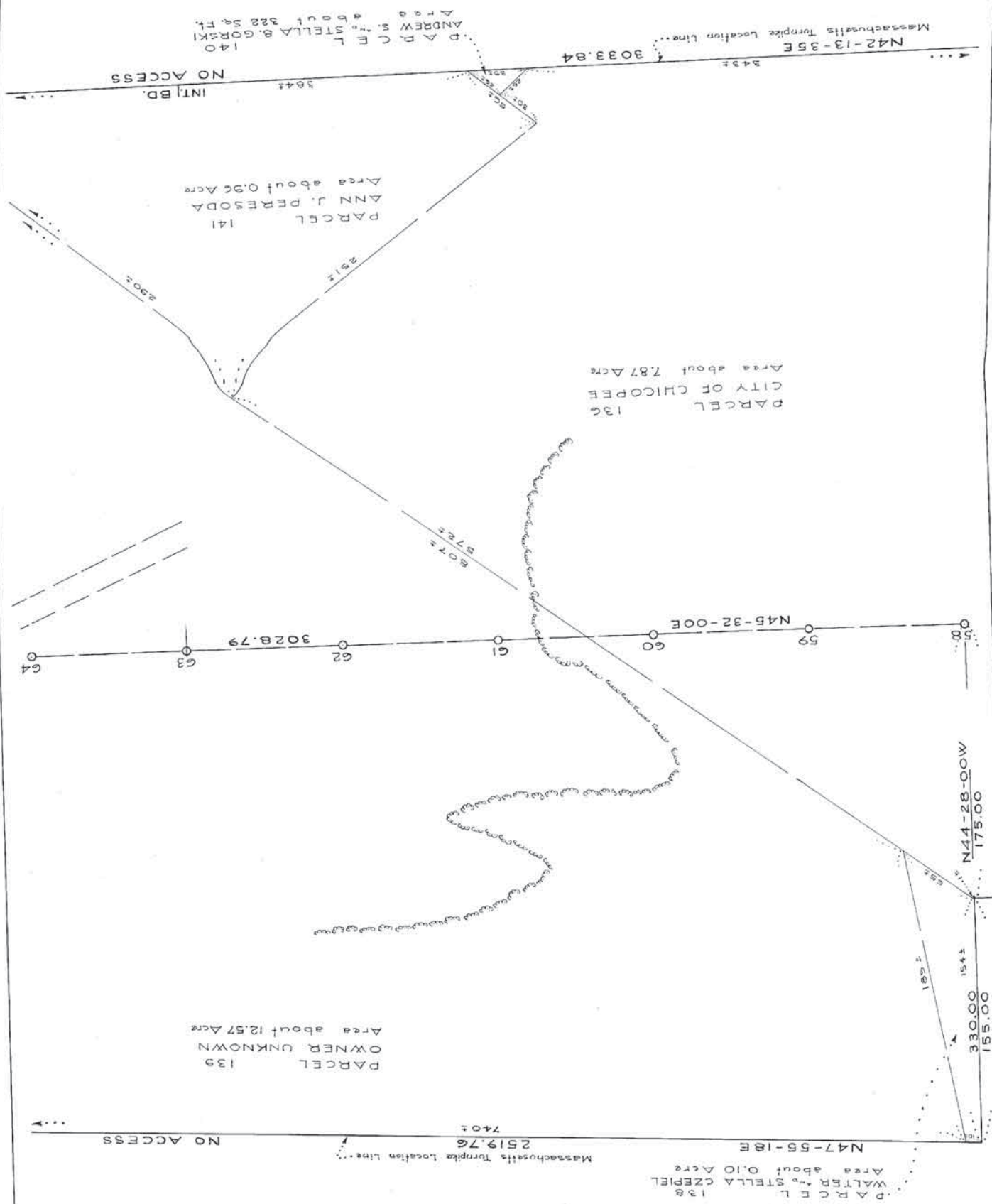
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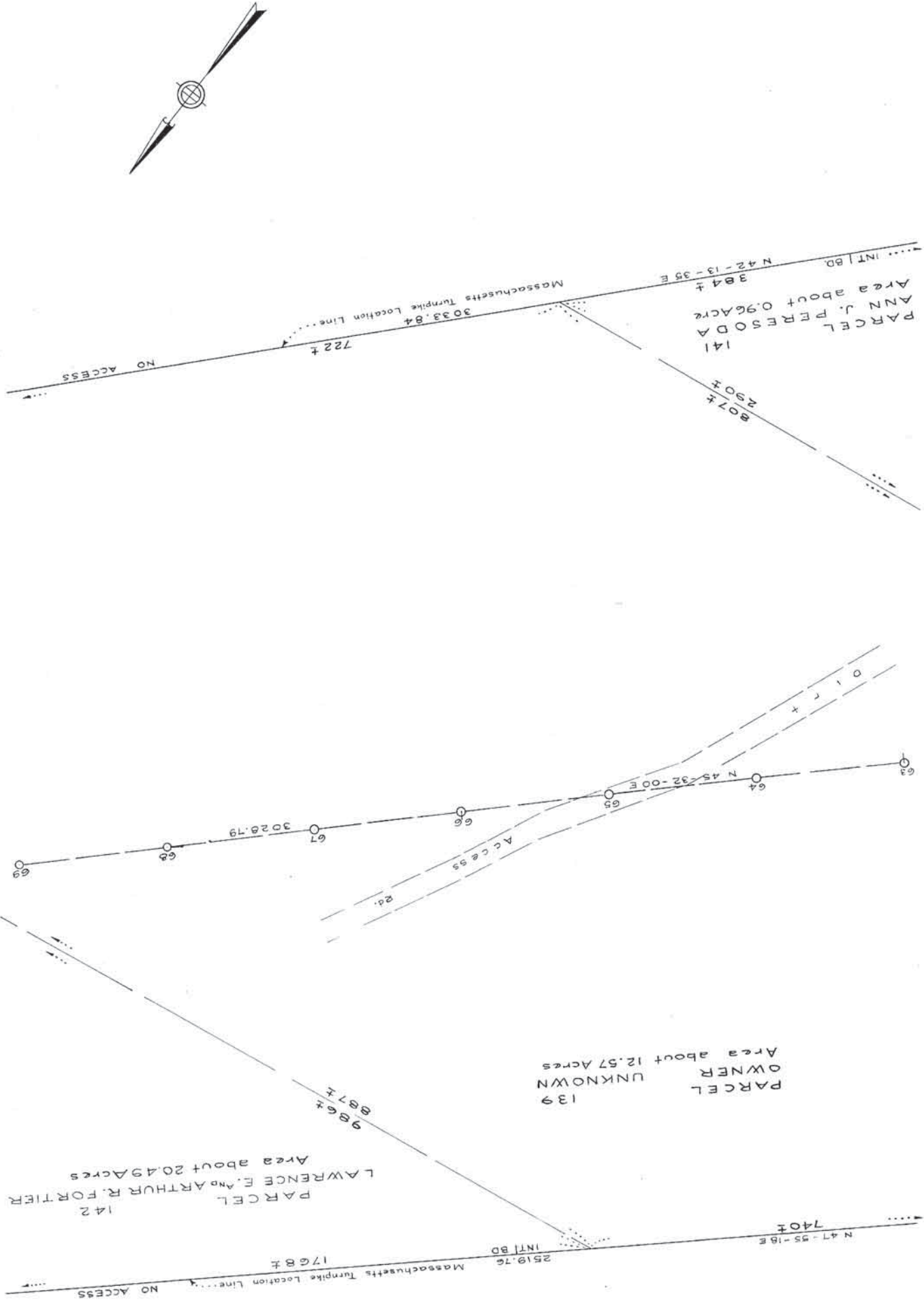
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N 47 - 55 - 18 E

INT. BD.

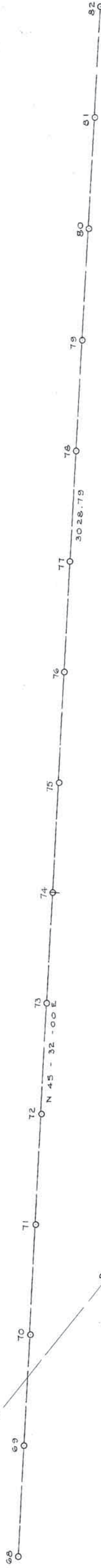
2519.76
1,768 ±

Massachusetts Turnpike Location Line

NO ACCESS



PARCEL 142
LAWRENCE E. AND ARTHUR R. FORTIER
Area about 20.49 Acres



PARCEL 139
OWNER UNKNOWN
Area about 12.57 Acres

986 ±
987 ±

PARCEL 143
OWNER UNKNOWN
Area about 4032 Sq. ft.

722 ±
N 42 - 13 - 35

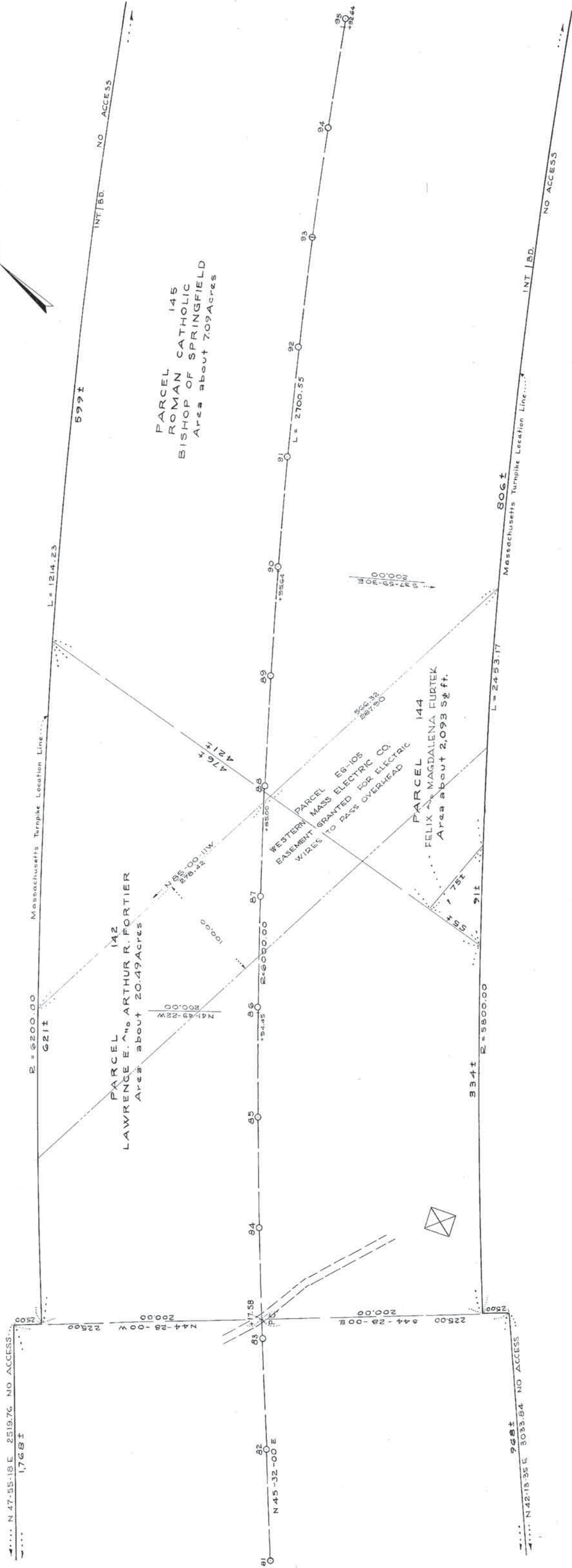
NO ACCESS

INT. BD. 3033.84

968 ±

Massachusetts Turnpike Location Line

NO ACCESS



..... N 47° 55' 18" E 2519.76 NO ACCESS
1,768 ±

..... N 42° 13' 35" E 3033.84 NO ACCESS
968 ±

PARCEL 142
LAWRENCE E. & ARTHUR R. FORTIER
Area about 20.49 Acres

PARCEL 144
FELIX & MAGDALENA FURTEK
Area about 2,093 Sq. Ft.

PARCEL 145
ROMAN CATHOLIC
BISHOP OF SPRINGFIELD
Area about 709 Acres

WESTERN MASS ELECTRIC CO.
EASEMENT GRANTED FOR ELECTRIC
WIRES TO PASS OVERHEAD

806 ±

Massachusetts Turnpike Location Line.....

L = 2453.17

R = 5800.00

934 ±

968 ±

3033.84

NO ACCESS

599 ±

L = 1214.23

Massachusetts Turnpike Location Line.....

R = 6200.00

621 ±

1,768 ±

2519.76

NO ACCESS

91

L = 2700.55

92

93

94

95

96

97

98

99

100

101

102

103

104

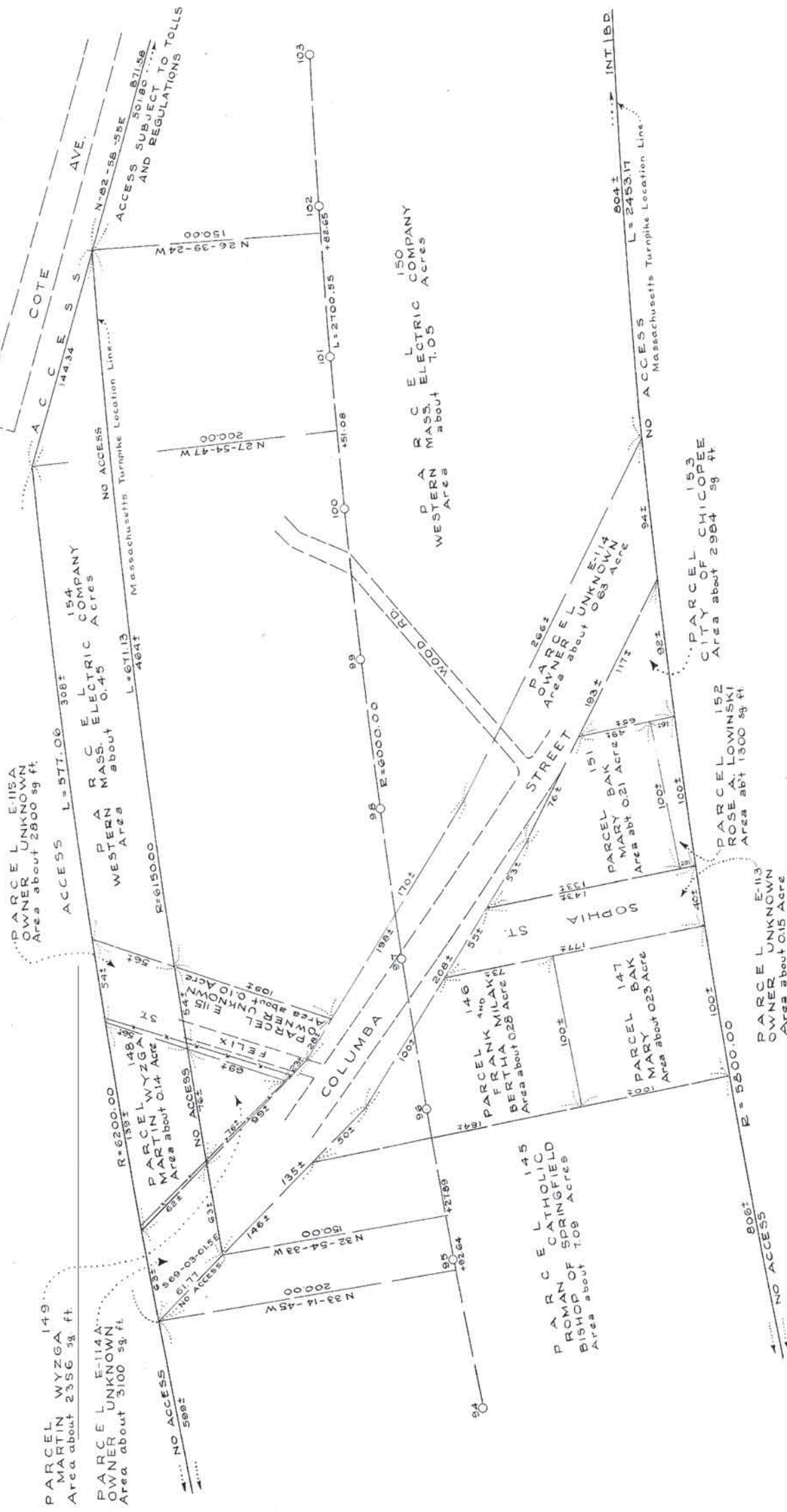
105

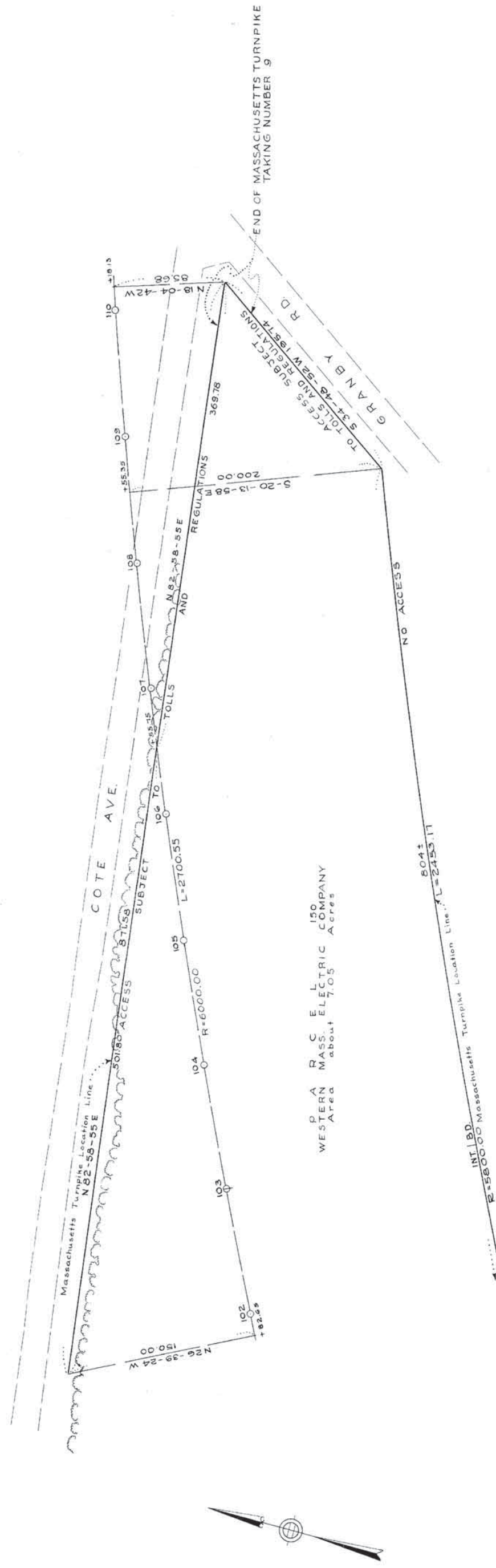
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MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No.9

City of Chicopee

County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, a road in the City of Chicopee, County of Hampden, for the purpose of changing the locations of portions of two public highways in said city, and for the purpose of constructing a grade separation at an intersection of the aforesaid express toll highway with a public highway in said city, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures located thereon, situated in the City of Chicopee, County of Hampden, (with the exception of Parcel 108 and Parcel 130, title to which is already in the said Massachusetts Turnpike Authority) all of said land being taken in fee simple (with the exception of parcels E-101, E-102, E-103, E-103A, E-103B, E-104, E-105, E-106, E-106A, E-107, E-108, E-109, E-110, E-111, E-112, E-113, E-114, E-114A, E-115, and E-115A, referred to below), the supposed owners thereof, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits, for wires, pipes, conduits, and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon

said premises hereby taken, but with the provision that all said facilities, except high tension lines, so-called, shall be located under and/or in or attached to a bridge over the aforesaid express toll highway:

Excepted and reserved from the rights herein taken are all lawful rights of the public to use, by means of underpasses and appurtenant structures, those portions of Granger Street and Chicopee Street (Route 116) which are within the express toll highway location lines, hereinafter described.

Excepted and reserved also from the rights herein taken are all rights of the Boston and Maine Railroad to use by means of an underpass and appurtenant structures that portion of its right of way in the City of Chicopee which is within the express toll highway location lines hereinafter described.

Included in said takings are the rights of easement held by the Western Massachusetts Electric Company in land included in parcels 133, 134 and 135 and in Parcel 142 as designated on the plan hereinafter referred to; said Western Massachusetts Electric Company to have the right, however, to continue the use of the aforesaid easements as well as the right to use the land included in the express toll highway taking, hereinbefore described, between the westerly street line of Sobieski Street and the easterly street line of Joffre Street for the purpose of maintaining and operating high tension lines, so-called, until, in the opinion of the Massachusetts Turnpike Authority, the facilities involved have been relocated in accordance with the easements and licenses hereinafter granted.

The express toll highway taking is for a portion of the Massachusetts Turnpike, 9898 feet in length, and begins at the westerly street line of Sobieski Street in the City of Chicopee and extends in an easterly direction to the southerly street line of Cote Avenue and the northwesterly street line of Granby Road in the City of Chicopee.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point on the westerly street line of Sobieski Street, in the City of Chicopee, said point being shown on the plan hereinafter referred to as station 11+19.44. From said point of beginning, the main base line extends north $89^{\circ}-30'-53''$ east 48.88 feet to a point of curve shown on said plan as station 11+68.32; thence extends easterly by a curve to the left of 5300.00 feet radius, 4068.40 feet to a point of tangent shown on said plan as station 52+36.72 or station 52+88.79 for the line ahead; thence extends north $45^{\circ}-32'-00''$ east 3028.79 feet to a point of curve shown on said plan as station 83+17.58; thence extends by a curve to the right of 6000.00 feet radius, 2700.55 feet to a point at the end of the taking 362.38 feet east of the westerly street line of Cote Avenue in the City of Chicopee, said point being shown on said plan as station 110+18.13.

The northerly location line of the express toll highway taking begins at a point on the westerly street line of Sobieski Street, said point bearing north $3^{\circ}-13'-12''$ west 135.15 feet distant from station 11+19.44 of the main base line hereinbefore described; thence extends north $3^{\circ}-13'-12''$ west 15.02 feet to a point bearing north $3^{\circ}-13'-12''$ west 150.17 feet distant from station 11+19.44 of said main base line; thence extends north $89^{\circ}-30'-53''$ east 56.05 feet to a point of curve 150.00 feet distant from station 11+68.32 of said main base line; thence extends by a curve to the left of 5150.00 feet radius, 2793.63 feet to a point bearing north $5^{\circ}-35'-15''$ east, 186.72 feet distant from station 39+30.55 of said main base line; thence extends north $79^{\circ}-03'-04''$ east 75.61 feet to a point bearing north $5^{\circ}-35'-15''$ east, 154.72 feet distant from station 40+20.65 of said main base line; thence extends north $59^{\circ}-30'-50''$ east 170.11 feet to a point bearing north $8^{\circ}-40'-45''$ west, 127.15 feet distant from station 42+35.03 of said main base line; thence extends north $8^{\circ}-40'-45''$ west 52.30 feet to a point bearing north $8^{\circ}-40'-45''$ west 179.45 feet distant from station 42+35.03 of said main base line; thence extends north $79^{\circ}-39'-06''$ east 50.00 feet to a point bearing north $44^{\circ}-02'-38''$ west 143.22 feet distant from station 43+82.56 of said main base line; thence extends north $58^{\circ}-26'-27''$ east 69.30 feet to a point bearing north $16^{\circ}-13'-40''$ west 145.00 feet distant from

station 43+82.56 of said main base line; thence extends north $32^{\circ}-39'-10''$ east 106.18 feet to a point bearing north $16^{\circ}-13'-40''$ west 186.63 feet distant from station 44+67.38 of said main base line; thence extends by a curve to the left of 5125.00 feet radius 680.33 feet to a point bearing north $44^{\circ}-28'-00''$ west 175.00 feet distant from station 52+36.72, or station 52+88.79 for the line ahead, of the said main base line; thence extends north $45^{\circ}-32'-00''$ east 511.21 feet to a point bearing north $44^{\circ}-28'-00''$ west 175.00 feet distant from station 58+00 of said main base line; thence extends north $44^{\circ}-28'-00''$ west 155.00 feet to a point bearing north $44^{\circ}-28'-00''$ west 330.00 feet distant from station 58+00 of said main base line; thence extends north $47^{\circ}-55'-18''$ east 2519.76 feet to a point bearing north $44^{\circ}-28'-00''$ west 225.00 feet distant from station 83+17.58 of said main base line; thence extends south $44^{\circ}-28'-00''$ east 25.00 feet to a point bearing north $44^{\circ}-28'-00''$ west 200.00 feet distant from station 83+17.58 of said main base line; thence extends on a curve to the right of 6200.00 feet radius, 1214.23 feet to a point bearing north $33^{\circ}-14'-45''$ west 200.00 feet distant from station 94+92.64 of said main base line; thence extends south $69^{\circ}-03'-01.5''$ east 61.77 feet to a point bearing north $32^{\circ}-54'-33''$ west 150.00 feet distant from station 95+27.89 of said main base line; thence extends by a curve to the right of 6150.00 feet radius 671.13 feet to a point at the end of the taking in the southerly street line of Cote Avenue, said point bearing north $26^{\circ}-39'-24''$ west 150.00 feet distant from station 101+82.65 of said main base line.

The southerly location line of the express toll highway taking begins at a point in the westerly street line of Sobieski Street, said point bearing south $3^{\circ}-13'-12''$ east 150.17 feet distant from station 11+19.44 of the main base line hereinbefore described; thence extends north $3^{\circ}-13'-12''$ west 30.03 feet to a point bearing south $3^{\circ}-13'-12''$ west 120.14 feet distant from station 11+19.44 of said main base line; thence extends north $89^{\circ}-30'-53''$ east 246.02 feet to a point bearing south $3^{\circ}-37'-07''$ east 123.97 feet distant from station 13+64.47 of said main base line; thence extends north $3^{\circ}-37'-07''$ west 15.12 feet to a point bearing south $3^{\circ}-37'-07''$ east 108.85 feet distant from station 13+64.47 of said main base line; thence extends north $86^{\circ}-22'-53''$ east 250.00 feet to a point bearing south $3^{\circ}-37'-07''$ east 110.17 feet distant from station 16+14.50 of said main base line; thence extends north $72^{\circ}-14'-23''$ east 51.57 feet to a point bearing south $3^{\circ}-37'-07''$ east 99.29 feet distant from station 16+64.54 of said main base line; thence extends north $86^{\circ}-13'-05''$ east 460.11 feet to a point bearing south $8^{\circ}-41'-41''$ east 134.69 feet distant from station 21+14.31 of said main base line; thence extends north $84^{\circ}-27'-20''$ east 393.93 feet to a point bearing south $5^{\circ}-32'-40''$ east 186.64 feet distant from station 25+19.09 of said main base line; thence extends south $5^{\circ}-32'-40''$ east 117.29 feet to a point bearing south $5^{\circ}-32'-40''$ east 303.93 feet distant from station 25+19.09 of said main base line; thence extends by a curve to the left of 5600.00 feet radius 1327.23 feet to a point bearing south $5^{\circ}-35'-15''$ west 365.44 feet distant from station 39+30.55 of said main base line;

thence extends north $5^{\circ}-35'-15''$ east 181.50 feet to a point bearing south $5^{\circ}-35'-15''$ west 183.94 feet distant from station 39+30.55 of said main base line; thence extends by a curve to the left of 5450.00 feet radius 521.17 feet to a point bearing south $16^{\circ}-13'-40''$ east 158.41 feet distant from station 43+82.56 of said main base line; thence extends north $68^{\circ}-21'-41''$ east 80.35 feet to a point bearing south $16^{\circ}-13'-40''$ east 179.03 feet distant from station 44+67.38 of said main base line; thence extends north $77^{\circ}-25'-06''$ east 317.33 feet to a point bearing south $38^{\circ}-30'-08''$ east 300.00 feet distant from station 46+85.00 of said main base line; thence extends by a curve to the left of 5600.00 feet radius 491.32 feet to a point bearing south $43^{\circ}-31'-45''$ east 300.00 feet distant from station 51+50.00 of said main base line; thence extends $43^{\circ}-31'-45''$ east 106.16 feet to a point bearing south $43^{\circ}-31'-45''$ east 406.16 feet distant from station 51+50.00 of said main base line; thence extends north $42^{\circ}-13'-35''$ east 93.51 feet to a point bearing south $44^{\circ}-28'-00''$ east 400.00 feet distant from station 52+36.72 or station 52+88.79 for the line ahead of said main base line; thence extends north $42^{\circ}-13'-35''$ east 3033.84 feet to a point bearing south $44^{\circ}-28'-00''$ east 225.00 feet distant from station 83+17.58 of said main base line; thence extends north $44^{\circ}-28'-00''$ west 25.00 feet to a point bearing south $44^{\circ}-28'-00''$ east 200.00 feet distant from station 83+17.58 of said main base line; thence extends by a curve to the right of 5800.00 feet radius 2453.17 feet to a point at the end of the taking in the northwesterly street line of Granby Road, said point bearing south $20^{\circ}-13'-58''$ east 200.00 feet distant from station 108+55.35 of said main base line.

The westerly end of the express toll highway taking is defined by a line beginning at a point in the westerly street line of Sobieski Street in the City of Chicopee, said point bearing south $3^{\circ}-13'-12''$ east 150.17 feet distant from station 11+19.44 of the main base line hereinbefore described; thence extends north $3^{\circ}-13'-12''$ west 300.34 feet along said westerly street line to a point bearing north $3^{\circ}-13'-12''$ west 150.17 feet distant from station 11+19.44 of said main base line.

The easterly end of the express toll highway taking is defined by a line beginning at a point on the southerly street line of Cote Avenue in the City of Chicopee, said point bearing north $26^{\circ}-39'-24''$ west 150.00 feet distant from station 101+82.65 of the main base line hereinbefore described; thence extends north $82^{\circ}-58'-55''$ east 871.58 feet along said southerly street line to the point of intersection of said southerly street line of Cote Avenue and the northwesterly street line of Granby Road, said point bearing south $18^{\circ}-04'-42''$ east 85.68 feet distant from station 110+18.13 of said main base line; thence extends south $34^{\circ}-48'-52''$ west 195.74 feet along said northwesterly street line of Granby Road to a point on said northwesterly street line bearing south $20^{\circ}-13'-58''$ east, 200.00 feet distant from station 108+55.35 of said main base line.

The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature, and at the westerly and easterly ends of the taking hereinbefore described; also at intermediate points on the northerly location line opposite stations 22, 32, 66, 74, and 93 and on the southerly location line opposite stations 34, 63, 74, 93, and 103.

Access to, and egress from, the express toll highway is restricted, being permitted across the location and taking lines hereinbefore described only at the places, for the purposes, and under the conditions hereinafter specified:

1. Access to, and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking as hereinbefore described.

In connection with the construction, maintenance, repair, and operation of the express toll highway hereinbefore described it is necessary to change the location of a portion of two public highways in the City of Chicopee.

The first taking for such purpose (hereinafter referred to sometimes as the Medina Street taking) is for the relocation of a portion of Medina Street in the City of Chicopee, southerly of the express toll highway taking hereinbefore described, from a point in the existing location of said street 106.54 feet west of the junction of the northerly street line of Medina Street and the westerly street line of Granger Street, to the easterly street line of Wayfield Ave.

The aforesaid Medina Street taking is more fully described as follows:

The taking line for said relocation begins at a point in the

southerly location line of the express toll highway hereinbefore described, such point bearing south $3^{\circ}-37'-07''$ east 110.17 feet distant from station 16+14.50 of the main base line hereinbefore described; thence extends north $72^{\circ}-14'-23''$ east 51.57 feet along said southerly location line to a point bearing south $3^{\circ}-37'-07''$ east 99.29 feet distant from station 16+64.54 of said main base line; thence extends along said southerly location line north $86^{\circ}-13'-05''$ east 460.11 feet to a point in said southerly location line bearing south $8^{\circ}-41'-41''$ east 134.69 feet distant from station 21+14.31 of said main base line; thence extends south $8^{\circ}-41'-41''$ east 50.18 feet to a point bearing south $8^{\circ}-41'-41''$ east 184.87 feet distant from station 21+14.31 of said main base line; thence extends north $86^{\circ}-13'-05''$ east 561.75 feet to a point bearing south $4^{\circ}-46'-00''$ east 146.64 feet distant from station 15+64.36 of said main base line; thence extends north $17^{\circ}-45'-37''$ west 25.00 feet to a point in the northerly street line of Medina Street; thence extends north $72^{\circ}-14'-23''$ east 54.97 feet to the point of beginning in the said southerly location line bearing south $3^{\circ}-37'-07''$ east 110.17 feet distant from station 16+14.50 of said main base line.

The lines defining the aforesaid Medina Street taking are further defined by bounds set an angle points and points of curvature.

The second taking for such purpose (hereinafter referred to sometimes as the Columba Street taking) is for the relocation of a portion of Columba Street in the City of Chicopee along the northerly location line of the express toll highway hereinbefore described from the southwesterly street line of Columba Street to the southerly street line of Cote Avenue.

The aforesaid Columba Street taking is more fully described as follows:

The taking line for said relocation begins at a point in the northerly location line of the express toll highway hereinbefore described, said point bearing north $33^{\circ}-14'-45''$ west 200.00 feet distant from station 94+92.64 of the main base line hereinbefore described; thence extends by a curve to the right of 6200.00 feet radius 577.06 feet to a point on the southerly street line of Cote Avenue bearing north $27^{\circ}-54'-47''$ west 200.00 feet distant from station 100+51.08 of said main base line; thence extends along said southerly street line of Cote Avenue north $82^{\circ}-58'-55''$ east 144.34 feet to a point on the said northerly location line bearing north $26^{\circ}-39'-24''$ west 150.00 feet distant from station 101+82.65 of said

main base line; thence extends westerly along the said northerly location line 671.13 feet to a point on said northerly location line bearing north $32^{\circ}-54'-33''$ west 150.00 feet distant from station 95+27.89 of said main base line; thence extends north $69^{\circ}-03'-15''$ west 61.77 feet to the point of beginning on the said northerly location line, bearing north $33^{\circ}-14'-45''$ west 206.00 feet from station 94+92.64 of said main base line.

The lines defining the aforesaid Columba Street taking are further defined by bounds set at angle points and points of curvature.

Also, in connection with the construction, maintenance, repair, and operation of the express toll highway hereinbefore described, it is necessary to alter and change the grade of a portion of a public highway in the City of Chicopee, in accordance with the provisions of Chapter 354 of the Acts of 1952.

The taking for such purpose (hereafter referred to sometimes as the Granger Street taking) is for altering, reconstructing and changing the grade of Granger Street adjoining the northerly location line of the express toll highway, hereinbefore described.

The taking for the Granger Street alteration is more fully described as follows:

The taking line for said alteration begins at a point on the northerly location line of the express toll highway hereinbefore described said point bearing north $3^{\circ}-37'-06''$ west 150.07 feet distant from station 16+14.50 of the main base line hereinbefore described; thence extends north $3^{\circ}-37'-06''$ west 161.29 feet to a point bearing north $3^{\circ}-37'-06''$ west 311.36 feet distant from station 16+14.50 of said main base line; thence extends north $86^{\circ}-22'-35''$ east 50.00 feet to a point bearing north $3^{\circ}-37'-06''$ west 309.63 feet distant from station 16+64.54 of said main base line; thence extends south $3^{\circ}-37'-06''$ east 159.52 feet to a point on the said northerly location line bearing north $3^{\circ}-37'-06''$ west 150.11 feet distant from station 16+64.54 of said main base line; thence extends westerly along said northerly location line 50 feet to the point of beginning.

The lines defining the aforesaid Granger Street taking are further defined by bounds set at angle points and points of curvature.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in eleven parcels of land included within the limits of the express toll highway taking hereinbefore described, and designated on the plan of said taking as parcels E-101, E-102, E-104, E-105, E-106, E-107, E-108, E-110, E-113, E-114 and E-115, said easements consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking hereinbefore described, and designated on the plan of said taking as Parcel E-109, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land. Said land shall remain subject to use by the City of Chicopee, for the purpose of inspecting and maintaining a dike, which will not interfere with the construction, maintenance, repair and operation of the afore-said express toll highway.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the express toll highway taking hereinbefore described and designated on the plan of said taking as Parcel E-103 and Parcel E-112, said easements consisting of the right to construct, maintain, repair and operate an express toll highway, by means of overhead highway bridges and appurtenant structures, over said land. Said land shall remain subject to any lawful use, by the public

underneath the aforesaid highway bridges and appurtenant structures, which will not interfere with the construction, maintenance, repair, and operation of the said express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking hereinbefore described and designated on the plan of said taking as Parcel E-111, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway, by means of an overhead highway bridge and appurtenant structures, over the location and tracks of the Boston and Maine Railroad and to construct, maintain, inspect, repair, and operate a tunnel for the purpose of carrying inverted siphon pipes under the aforesaid location and tracks of the Boston and Maine Railroad. Said land shall remain subject to any use by the owners thereof which will not interfere with the construction, maintenance, repair, and operation of the said express toll highway or the construction, maintenance, inspection, repair, and operation of the aforesaid tunnel and pipes.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Granger Street taking, hereinbefore described, and designated on the plan of said taking as Parcel E-103A, said easement consisting of the right to alter and/or reconstruct and to change the grade of that portion of Granger Street in the City of Chicopee included in said parcel to accommodate the same to the design of an underpass and appurtenant structures for said Granger Street

under the express toll highway hereinbefore described. Said land shall remain subject to any lawful use which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway and the said alteration of Granger Street.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the Medina Street taking, hereinbefore described, and designated on the plan of said taking as Parcel E-103B and Parcel E-106A, said easements consisting of the right to alter, reconstruct, and/or relocate the said Medina Street upon the land included in said parcels. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway and the said relocation of Medina Street.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the Columba Street taking, hereinbefore described, and designated on the plan of said taking as Parcel E-114A and Parcel E-115A, said easements consisting of the right to alter, reconstruct, and/or relocate the said Columba Street upon the land included in said parcels. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway and the said relocation of Columba Street.

An easement is hereby granted to the Western Massachusetts

Electric Company, its successors and assigns, within portions of the express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to construct, maintain, and operate high tension lines, so-called, for the transmission of electricity overhead of land hereby taken in fee by the Massachusetts Turnpike Authority. Said easement, designated on the plan hereinafter referred to as parcels EG-101, EG-102, and EG-103, includes only land taken in fee within the express toll highway taking, hereinbefore described, intercepted by a pair of parallel lines, the westerly line of which begins at a point in the northerly location line of the express toll highway hereinbefore described, said point bearing north $1^{\circ}-33'-07''$ west, 150.00 feet distant from station 12+67.00 of the main base line hereinbefore described; thence extends south $52^{\circ}-30'-53''$ west 186 \pm feet to a point in the westerly street line of Sobieski Street, said point bearing north $3^{\circ}-13'-12''$ west 40 \pm feet distant from station 11 + 19.44 of said main base line; and the easterly line of which is 300.00 feet distant from the westerly line herein described.

A license is hereby granted to the Western Massachusetts Electric Company, its successors and assigns, within portions of the express toll highway taking, hereinbefore described. Said license consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to construct, maintain, and operate high tension lines, so-called for the transmission of electricity overhead of land hereby taken in easement by the Massachusetts Turnpike Authority and included within the same pair of parallel lines described in the preceding paragraph.

A license is also hereby granted to the Western Massachusetts Electric Company, its successors and assigns, consisting of the right, subject to the regulations of the Massachusetts Turnpike Authority, to construct, maintain, and operate high tension lines, so-called, for the transmission of electricity overhead of land hereby taken in easement by the Massachusetts Turnpike Authority and included within the Granger Street taking, hereinbefore described.

An easement is hereby granted to the Western Massachusetts Electric Company, its successors and assigns, within portions of the express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to construct, maintain, and operate wires for the transmission of electricity under land hereby taken by the Massachusetts Turnpike Authority. Said easement, designated on the plan hereinafter referred to as Parcel EG-104, includes the land within the express toll highway taking, hereinbefore described, intercepted by a pair of parallel lines, the easterly line of which passes through station 47+25.00 of the main base line, hereinbefore described, on a bearing of south 38°-30'-08" east and north 38°-30'-08" west; and the westerly line of which is 50.00 feet distant from the easterly line herein described.

An easement is hereby granted to the Western Massachusetts Electric Company, its successors and assigns, within portions of the express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to construct, maintain, and operate high tension lines, so-called, for the transmission of electricity overhead of land hereby taken by the Massachusetts

Turnpike Authority. Said easement, designated on the plan hereinafter referred to as Parcel EG-105, includes the land within the express toll highway taking, hereinbefore described, intercepted by a pair of parallel lines, the easterly line of which begins at a point on the southerly location line of the express toll highway hereinbefore described, said point bearing south $37^{\circ}-59'-30''$ east 200.00 feet distant from station 89+95.64 of the main base line hereinbefore described; and thence extends north $85^{\circ}-00'-11''$ west 566.32 feet to a point on the northerly location line of the express toll highway, hereinbefore described, said point bearing north $41^{\circ}-49'-22''$ west, 200.00 feet distant from station 85+94.45 of the said main base line; and the westerly line of which is 100.00 feet distant from the easterly line herein described.

The aforesaid express toll highway taking, Medina Street taking, Columba Street taking, and Granger Street taking are all shown on a plan signed by P.H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE in the city of CHICOPEE Hampden County as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: January 13, 1955 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
101	Rudolph & Molly Wisniowski	0.30 Ac.	\$1.00
102	Western Massachusetts Electric Co.	0.95 Ac.	1.00
103	Western Massachusetts Electric Co.	1.19 Ac.	1.00
104	Karol Frodyma & Victoria E. Wegrzyniak	0.47 Ac.	1.00
105	Western Massachusetts Electric Co.	1.05 Ac.	1.00
106	Karol Frodyma & Victoria E. Wegrzyniak	0.25 Ac.	1.00
107	Stanislas LaChapelle	0.28 Ac.	1.00
108	Massachusetts Turnpike Authority	0.35 Ac.	
109	Frank & Bertha Pelczarski	3495 sq.ft.	1.00
110	Bertha Pelczarski	3556 sq.ft.	1.00
111	City of Chicopee	0.89 Ac.	1.00
112	Joseph Malinowski	4266 sq.ft.	1.00
113	Mary Karpowicz	2795 sq.ft.	1.00
114	Vincent & Bernice M.J. Brunelle	0.55 Ac.	1.00
115	Franciszek Story	0.27 Ac.	1.00
116	Anna Bajak	0.25 Ac.	1.00
117	John Sypek	0.28 Ac.	1.00
118	Isidor & Rosalia Bartula	0.28 Ac.	1.00
119	City of Chicopee	0.50 Ac.	1.00
120	Joseph & Victoria Jasiewicz	0.28 Ac.	1.00
121	Maryanna Moskal	3000 sq.ft.	1.00
122	Jacob Moskal	0.21 Ac.	1.00
123	Joseph & Victoria Jasiewicz	0.33 Ac.	1.00
124	Marie Pouliot	0.96 Ac.	1.00
125	Arthur & Marie Pouliot	1.79 Ac.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
126	Frank Domin	3.10 Ac.	\$1.00
127	Frank & Emily Domin	0.14 Ac.	1.00
128	Daniel & Apollonia Twarog	1.19 Ac.	1.00
129	Chicopee Provision Co., Inc.	0.47 Ac.	1.00
130	Massachusetts Turnpike Authority	0.51 Ac.	
131	Jan & Julia Szczepanek	0.17 Ac.	1.00
132	Wladyslaw & Katanygka Kaminski	1091 sq.ft.	1.00
133	Ophpir & Victoria Chapdelaine	5.30 Ac.	1.00
134	Conrad & Corinne La Bonte	3.39 Ac.	1.00
135	Walter E. & Jennie S. Leja	1.09 Ac.	1.00
136	City of Chicopee	7.87 Ac.	1.00
137	Chicofield Realty Corp.	0.85 Ac.	1.00
138	Walter J. & Stella Czepiel	0.10 Ac.	1.00
139	Owner Unknown	12.57 Ac.	1.00
140	Andrew S. & Stella B. Gorski	322 sq.ft.	1.00
141	Ann J. Peresoda	0.96 Ac.	1.00
142	Lawrence E. & Arthur R. Fortier	20.49 Ac.	1.00
143	Owner Unknown	4032 sq.ft.	1.00
144	Felix & Magdalena Furtek	2093 sq.ft.	1.00
145	Roman Catholic Bishop of Springfield	7.09 Ac.	1.00
146	Frank & Bertha Milak	0.28 Ac.	1.00
147	Mary Bak	0.23 Ac.	1.00
148	Martin Wyzga	0.14 Ac.	1.00
149	Martin Wyzga	2356 sq.ft.	1.00
150	Western Massachusetts Electric Co.	7.05 Ac.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
151	Mary Bak	0.21 Ac.	\$1.00
152	Rose A. Lowinski	1300 sq.ft.	1.00
153	City of Chicopee	2984 sq.ft.	1.00
154	Western Massachusetts Electric Co.	0.45 Ac.	1.00
E-101	Owner Unknown (Sobieski Street)	0.31 Ac.	1.00
E-102	Owner Unknown (Harry Street)	.30 Ac.	1.00
E-103	Owner Unknown (Granger Street)	.29 Ac.	1.00
E-103A	Owner Unknown (Granger Street)	.18 Ac.	1.00
E-103B	Owner Unknown (Medina Street)	3957 sq.ft.	1.00
E-104	Owner Unknown (Medina Street)	.20 Ac.	1.00
E-105	Owner Unknown (Joffre Street)	.24 Ac.	1.00
E-106	Owner Unknown (Wayfield Avenue)	.32 Ac.	1.00
E-106A	Owner Unknown (Wayfield Avenue)	2525 sq.ft.	1.00
E-107	Owner Unknown (Mills Street)	.41 Ac.	1.00
E-108	Owner Unknown (Trafton Street)	.38 Ac.	1.00
E-109	City of Chicopee	5.89 Ac.	1.00
E-110	Owner Unknown (Gaspee Street)	.37 Ac.	1.00
E-111	Boston & Maine Railroad	.65 Ac.	1.00
E-112	Owner Unknown (Chicopee St., Rte. 116)	.49 Ac.	1.00
E-113	Owner Unknown (Sophia Street)	.15 Ac.	1.00
E-114	Owner Unknown (Columba Street)	.63 Ac.	1.00
E-114A	Owner Unknown (Columba Street)	3100 sq.ft.	1.00
E-115	Owner Unknown (Felix Street)	.10 Ac.	1.00
E-115A	Owner Unknown (Felix Street)	2800 sq.ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 21st day of February, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan; that said Medina Street and Columba Street be relocated as described herein and as described and shown on said plan; and that said Granger Street be altered and its grade changed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 13th day of January, 1955.

William F. Calahan
Chairman
Benjamin D. Smith
Vice Chairman
John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

ORDER OF TAKING NO.9

CITY OF CHICOPEE

HAMPDEN COUNTY

*Received, —
January 20, 1955*

MASSACHUSETTS TURNPIKE AUTHORITY

1955

Chicopee



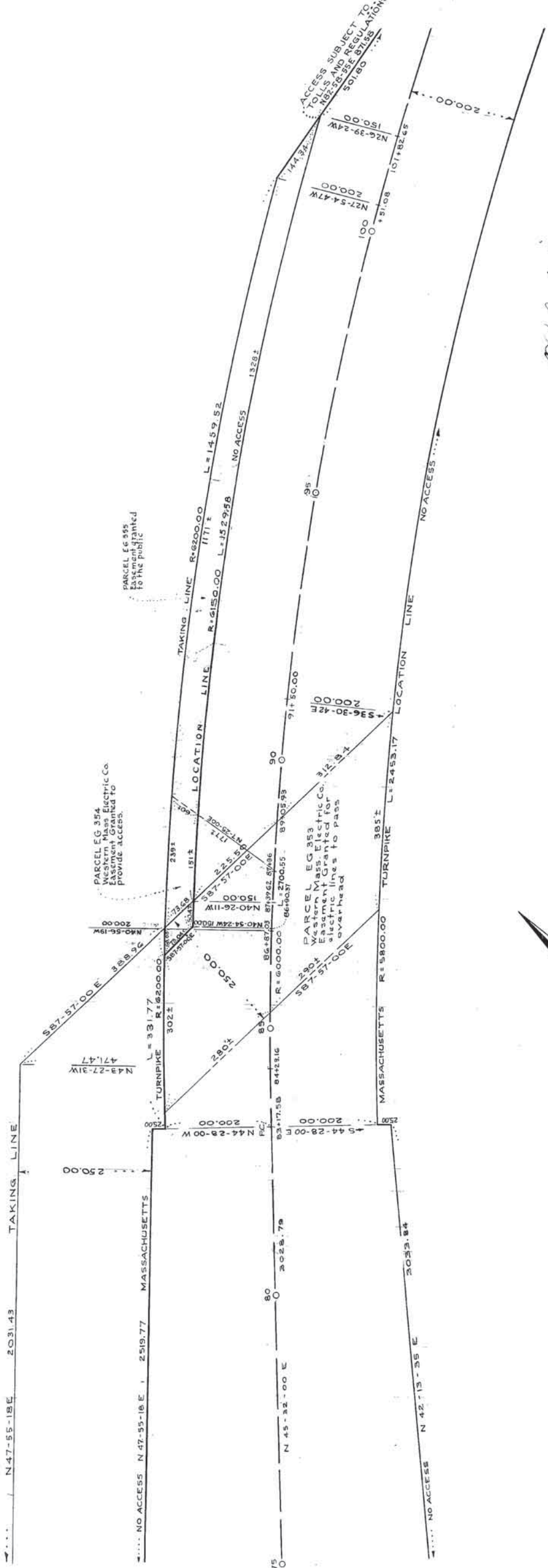
STATE HIGHWAY LAYOUT 9(a)(1)(a)(2)
I-90, Mass. Pike, Easement, Western Massachusetts Electric Co. between
stations 85-90 amend.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 54 PAGE 5.

INDEXING

STATE HIGHWAY LAYOUT 9(a)(1)(a)(2)

- Image Info SH54027 Chicopee
- Image Info SH54027 Massachusetts Electric Company
- Image Info SH54027 I-90
- Image Info SH54027 Mass. Pike



A TRUE COPY, ATTEST

SECRETARY - TREASURER

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 9

Dated: January 13, 1955

in the City of

CHICOPEE

HAMPDEN COUNTY

as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

Date: November 3, 1955

Scale: 100 feet to the inch

Approved: *[Signature]*

Howard, Needles, Tammen & Bergendoff

Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 9, Alteration No. 1
Amendment No. 2

Notary SS.

City/Town Chicopee

November 25, 1955 10:55 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 3, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city/town of Chicopee, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 9
Alteration No. 1
Amendment No. 2
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality did locate, under date of January 13, 1955, for the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, a road in the City of Chicopee, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said express toll highway in the City of Chicopee;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the location of said express toll highway in the City of Chicopee, as described in Order of Taking No. 9 and as described and shown in the plan therein referred to, recorded in Hampden Deeds in book 2634 at page 98, be altered as hereinafter described.

The northerly location line of the express toll highway in the City of Chicopee, County of Hampden, as described in Order of Taking No. 9, hereinbefore referred to, is hereby altered beginning at a point on said northerly location line, as described in said order of taking, bearing north 26°-39'-24" west, 150.00 feet distant from station 101 + 82.65 of the main base line of the express toll highway as described in said Order of Taking No. 9. From said point of beginning, the altered northerly location line thence extends in a southwesterly direction by a curve to the left of 6150.00 feet radius, 1529.58 feet to a point bearing north 40°-54'-24" west, 150.00 feet distant from station 86 + 90.37 of said main base line; thence extends north 87°-57'-00" west, 73.04 feet to a point.

The line defining the altered northerly location line of the aforesaid express toll highway is further defined by bounds set at angle points and points of curvature of said altered line.

The provisions in the aforesaid Order of Taking No. 9 relative to access to and egress from the express toll highway shall apply to the northerly location line of said express toll highway, as hereby altered.

WHEREAS, it now appears that in said Order of Taking No. 9, two amendments are to be made;

NOW, THEREFORE, it is hereby ordered that:

1. The paragraph beginning on page 13 and ending on page 14 be stricken and the following new paragraph be inserted.

"An easement is hereby granted to the Western Massachusetts Electric Company, its successors and assigns, within a portion of the express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to construct, maintain and operate high tension lines, so-called, for the transmission of electricity overhead of land hereby taken by the Massachusetts Turnpike Authority. Said easement designated on the plan of Order of Taking No. 9, Alteration No. 1, Amendment No. 2, as Parcel EG-353. Said easement granted is more fully described as follows:

Beginning at a point bearing north 40°-54'-24" west, 150.00 feet distant from station 86 + 90.37 of said main base line; thence extends in a northeasterly direction by a curve to the right of 6150.00 feet radius, 50.47 feet to a point bearing north 40°-26'-11" west, 150.00 feet distant from station 87 + 39.62 of said main base line; thence extends south 87°-57'-00" east, 538.34 feet to a point on the southerly location line of the express toll highway hereinbefore described; thence extends in a southwesterly direction along said southerly location line by a curve to the left of 5800.00 feet radius, 385± feet to a point; thence extends north 87°-57'-00" east, 570± feet to a point on said northerly location line; thence extends in a northwesterly direction by a curve to the right of 6200.00 feet radius, 302± feet to a point; thence extends south 87°-57'-00" east, 7± feet to the point of beginning."

2. The following paragraphs be added after the above paragraph:-

"An easement designated on the plan hereinafter referred to as Parcel EG-354, is hereby granted to the Western Massachusetts Electric Company, its successors and assigns in a parcel of land within a portion of the Massachusetts Turnpike taking lines, northerly of and abutting the northerly location line of the express toll highway as described in Order of Taking No. 9 and as hereby altered. Said easement consists of the right to use said land as a truck route to and from Parcel EG-353 hereinbefore described. Said easement granted is more fully described as follows:

From a point of beginning on the altered northerly location line of the express toll highway hereinbefore described, said point bearing north $40^{\circ}-54'-24''$ west, 150.00 feet distant from station $86 + 90.37$ of the main base line of the express toll highway hereinbefore referred to, the easement granted line thence extends north $87^{\circ}-57'-00''$ west, 73.04 feet to a point; thence extends in a northeasterly direction by a curve to the right of 6200.00 feet radius, $289\pm$ feet to a point bearing north $7^{\circ}-25'-00''$ east, $237\pm$ feet distant from station $87 + 96.00$ of said main base line; thence extends south $7^{\circ}-25'-00''$ west, $60\pm$ feet to a point on the altered northerly location line, said point bearing north $7^{\circ}-25'-00''$ east, $177\pm$ feet distant from station $87 + 96.00$ of said main base line; thence extends in a southwesterly direction by a curve to the left of 6150.00 feet radius, $201\pm$ feet to the point of beginning. Said easement granted is subject to the rules and regulations of the Massachusetts Turnpike Authority."

"An easement is hereby granted to the public in a parcel of land within the taking lines as described in Order of Taking No. 9 for any lawful use for which a public way may be used in the City of Chicopee. Said easement is designated on the plan hereinafter referred to as Parcel EG-355. Said easement granted is more fully described as follows:

From a point of beginning on the altered location line of the express toll highway hereinbefore described, said point bearing north $26^{\circ}-39'-24''$ west, 150.00 feet distant from station $101 + 82.65$ of the main base line of the express toll highway hereinbefore referred to, the easement granted line thence extends in a southwesterly direction by a curve to the left of 6150.00 feet radius, $1328\pm$ feet to a point bearing north $7^{\circ}-25'-00''$ east, $177\pm$ feet distant from station $87 + 96.00$ of said main base line; thence extends north $7^{\circ}-25'-00''$ east, $60\pm$ feet to a point; thence extends in a northeasterly direction by a curve to the right of 6200.00 feet radius $1171\pm$ feet to a point bearing north $27^{\circ}-54'-47''$ west, 200.00 feet distant from station $100 + 51.08$ of said main base line; thence extends north $82^{\circ}-58'-55''$ east, 144.34 feet to the point of beginning."

The aforesaid alteration to the northerly location line of the express toll highway and the easements granted herein are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Alteration No. 1, Amendment No. 2, to the Massachusetts Turnpike Authority Order of Taking No. 9, Dated January 13, 1955 in the City of CHICOPEE, HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: November 3, 1955

Scale: 100 feet to the inch", an attested copy of which is to be recorded with this Amendment in the Registry of Deeds for Hampden County at Springfield.

It is therefore

Voted, That the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan is for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this third day of November, 1955.

William T. Callahan
Chairman
Bernard W. Hunt
Vice Chairman
John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 9

Alteration No. 1

Amendment No. 2

City of Chicopee
County of Hampden

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON . MASS.

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No 9, Amend. 1 to Alter. 1 & Amend. 2

No Plan with this Order.

Hampden SS.

City/Town Chicopee

December 16, 1957

9:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 21, 19 57, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~XXXXXX~~ of Chicopee, as shown on said plan.

Attest:

Kelen J. Greeley
ASST Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 9
Amendment No. 1 to
Alteration No. 1 and
Amendment No. 2
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did by Alteration No. 1 and Amendment No. 2 to Order of Taking No. 9, dated November 3, 1955, and recorded with an accompanying plan in the Registry of Deeds for the County of Hampden in Book 2433, Page 338, grant an easement to the Western Massachusetts Electric Company, as shown on said plan signed by P. H. Kitfield, Chief Engineer, said plan being entitled: "Alteration No. 1, Amendment No. 2 to Massachusetts Turnpike Authority Order of Taking No. 9 dated: January 13, 1955, in the City of Chicopee, Hampden County as prepared by the Massachusetts Turnpike Authority date: November 3, 1955, Scale: 100 feet to the inch" copies of which alteration and amendment and plan have been filed in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the City of Chicopee and

WHEREAS, it now appears that in said Alteration No. 1, Amendment No. 2 to Order of Taking No. 9 it is necessary that an amendment be made;

NOW, THEREFORE, it is hereby ordered that:

The last three paragraphs on page no. 2 be stricken out and in their place the following four paragraphs be inserted.

"An easement is hereby granted to the Western Massachusetts Electric Company, its successors and assigns, on the land hereinafter described and designated and shown on the plan hereinafter referred to as Parcel EG-353. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain, and operate high tension lines, so called, for the transmission of electricity overhead of a portion of the land owned in fee by the Massachusetts Turnpike Authority.

The main base line, the northerly and southerly location lines of the express toll highway, hereinafter referred to, are fully described in Order of Taking No. 9, duly recorded in the Registry of Deeds for Hampden County in Book 2364, Page 98.

Parcel EG-353 is more fully described as follows, and begins at a point in the northerly location line, hereinbefore referred to, said point bearing North 40 -56'-19" west, 200.00 feet distant from station 86+87.03 of the main base line, hereinbefore referred to, thence extends south 87 -57'-00" east, 612.02 feet to a point in the southerly location line, hereinbefore referred to, said point bearing south 36 - 30'- 42" east, 200.00 feet distant from station 91+50.00 of said main base line; thence extends in a southwesterly direction 385± feet along said southerly location line to a point; thence extends north 87 - 57'-00" west, 570± feet to a point in said northerly location line; thence extends in a northeasterly direction 352± feet along said northerly location line to the point of beginning. All rights are reserved to the Western Massachusetts Electric Company in the easement granted in Alteration No. 1, Amendment No. 2 to Order of Taking No. 9 and described therein as Parcel EG-354.

Both Parcels EG-353 and EG-354 are shown on the aforesaid plan recorded in the Registry of Deeds for Hampden County with Alteration No. 1 Amendment No. 2 to Order of Taking No. 9 in Book 2433, Page 338".

Further, it is voted that the easement as described herein and as described and shown on said plan be granted, and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file a copy of this Amendment No. 1 to Alteration No. 1 Amendment No. 2 to Order of Taking No. 9 in the Registry of Deeds for Hampden County, in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the City of Chicopee, attesting that the same is approved by at least a majority of the members of the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-first day of November 1957.

<u>William F. Callahan</u> Chairman	Massachusetts Turnpike Authority
<u>Benjamin D. Hart</u> Vice-Chairman	
<u>John R. Kuver</u> Member	

Massachusetts Turnpike Authority

Order of Taking No. 9
Amendment 1 to Alteration 1 and
Amendment 2.
City of Chicopee
County of Hampden

Filed - December 16, 1957

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1957

Chicopee



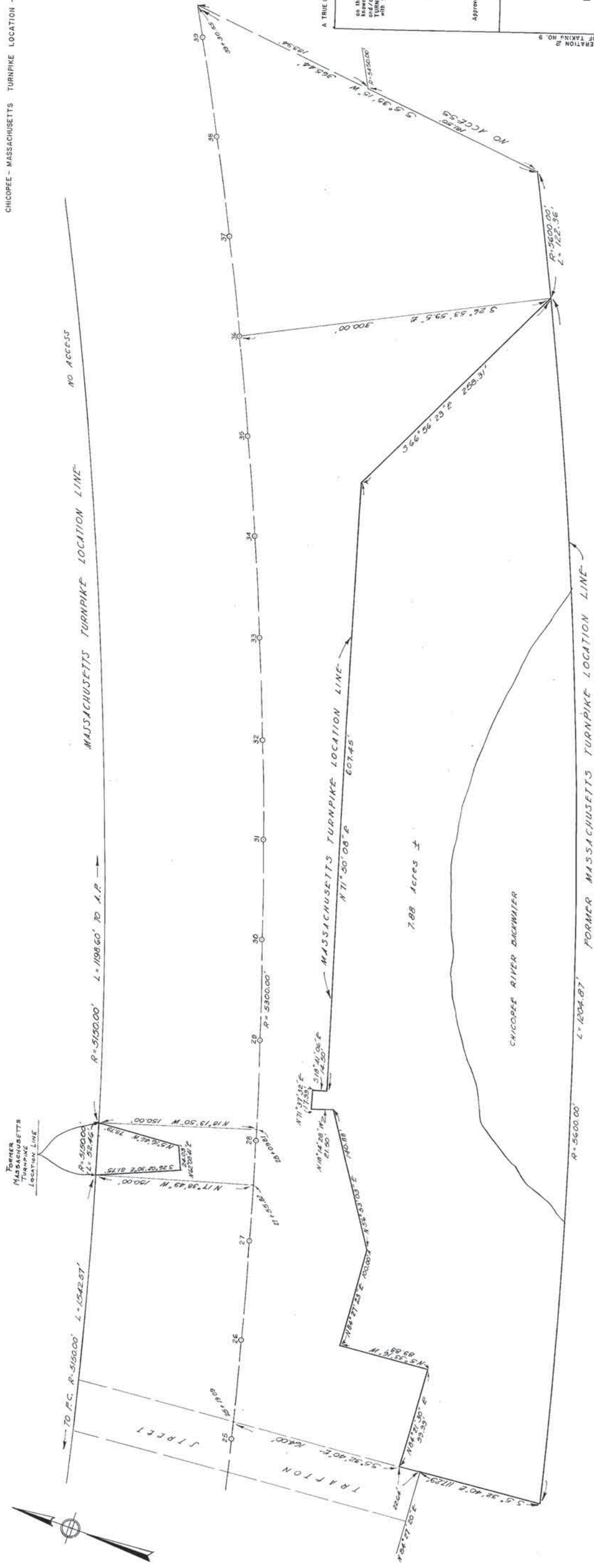
STATE HIGHWAY LAYOUT #9(alt. 2)
I-90, Mass. Pike, alteration in line east of Trafton Street.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGE 129.

INDEXING

STATE HIGHWAY LAYOUT #9(alt. 2)

- Image Info SH54028 Chicopee
- Image Info SH54028 I-90
- Image Info SH54028 Mass. Pike
- Image Info SH54028 Trafton Street



This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE or an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY on January 31, 1927 in accordance with the provisions of Chapter 354 of the Acts of 1932.

[illegible]

James P. East Vice-

Member

MASSACHUSETTS TURNPIKE AUTHORITY

Henry Leon

Plan for the location of on

EXPRESS TOLL HIGHWAY

known as

MASSACHUSETTS TURNPIKE

in the City of

CHICOPEE

HAMPDEN COUNTY, MASS.

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 9
Alteration No. 2
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of January 13, 1955, for the purpose of constructing, maintaining, repairing and operating as an express toll highway in accordance with the location approved by the State Department of Public Works on November 19, 1953, did locate, as an express toll highway, a road in the City of Chicopee, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said Hampden County at Springfield and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the northerly and southerly location lines of said express toll highway in the City of Chicopee;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the location of said express toll highway in the City of Chicopee, County of Hampden, as described in Order of Taking No. 9 and as described and shown in the plan therein referred to, recorded in Hampden Deeds in Book 2364 at Page 98, be altered as hereinafter described:

The southerly location line of the express toll highway in the City of Chicopee, Hampden County, as described in Order of Taking No. 9 hereinbefore referred to, is hereby altered, beginning at a point on said southerly location line of the express toll highway as described in said Order of Taking No. 9, said point being also on the easterly street line of Trafton Street and bearing south $5^{\circ}32'40''$ east 303.93 feet distant from station 25+19.09 of the main baseline of the express toll highway as described in Order of Taking No. 9; thence extends north $5^{\circ}32'40''$ west 139.93 feet along the said easterly street line of Trafton Street to a point bearing south $5^{\circ}32'40''$ east 164.00 feet distant from station 25+19.09 of the said main baseline; thence extends north $84^{\circ}21'30''$ east 99.99 feet to a point; thence extends north $5^{\circ}33'16''$ west 89.88 feet to a point; thence extends north $84^{\circ}27'23''$ east 100.00 feet to a point; thence extends north $56^{\circ}53'03''$ east 140.88 feet to a point; thence extends north $18^{\circ}14'28''$ west 21.50 feet to a point; thence extends north $71^{\circ}37'32''$ east 17.99 feet to a point; thence extends south $18^{\circ}41'06''$ east 14.50 feet to a point; thence extends north $71^{\circ}50'08''$ east 607.45 feet to a point; thence extends south $66^{\circ}56'23''$ east 258.31 feet to a point on the said southerly location line bearing south $26^{\circ}53'59.5''$ east 300.00 feet distant from station 36+00 of the said main baseline.

The provisions in the aforesaid Order of Taking No. 9 relative to access to and egress from the express toll highway shall apply to the southerly location line of the express toll highway as hereby altered.

The provisions in the aforesaid Order of Taking No. 9 relative to access to and egress from the express toll highway shall not apply to the southerly location line of the express toll highway as described in said Order of Taking No. 9 between a point on the said southerly location line bearing south $5^{\circ}32'40''$ east 186.64 feet distant from station 25+19.09 of the main baseline of the express toll highway hereinbefore referred to and a point on said southerly location line bearing south $26^{\circ}53'59''$ east 300.00 feet distant from station 36+00 of the said main baseline.

The northerly location line of the express toll highway in the City of Chicopee, County of Hampden, as described in Order of Taking No. 9 hereinbefore referred to, is hereby altered, beginning at a point on the northerly location line of the express toll highway as described in Order of Taking No. 9; said point bearing north $17^{\circ}38'49''$ west 150.00 feet distant from Station 27+55.82 of the main baseline of the

express toll highway as described in Order of Taking No. 9; thence extends south $26^{\circ}02'30''$ east 81.75 feet to a point; thence extends north $62^{\circ}08'41''$ east 24.03 feet to a point; thence extends north $5^{\circ}16'46''$ west 78.79 feet to a point on the said northerly location line bearing north $18^{\circ}13'50''$ west 150.00 feet distant from station 28+09.81 of the said main baseline.

The provisions in the aforesaid Order of Taking No. 9 relative to access to and egress from the express toll highway shall apply to the northerly location line of the express toll highway as hereby altered,

The provisions in the aforesaid Order of Taking No. 9 relative to access to and egress from the express toll highway shall not apply to the northerly location line of the express toll highway as described in said Order of Taking No. 9 between a point on the said northerly location line bearing north $17^{\circ}38'49''$ west 150.00 feet distant from station 27+55.82 of the main baseline hereinbefore referred to and a point bearing north $18^{\circ}13'50''$ west 150.00 feet distant from station 28+09.81 of the said main baseline.

The express toll highway, the northerly and southerly location lines and the main baseline hereinbefore referred to are fully described in Order of Taking No. 9 of the Massachusetts Turnpike Authority and recorded in the Registry of Deeds for Hampden County in Book 2364 at Page 98.

The lines defining the takings on the northerly and southerly side of the express toll highway and the altered northerly and southerly location lines as hereinbefore described are further defined by bounds

set at angle points and points of curvature.

The northerly and southerly location lines of the express toll highway as hereinbefore altered and the main baseline of the express toll highway hereinbefore referred to are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the City of Chicopee, Hampden County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY, scale: 40 feet to the inch date: January 31,

1957 , " an attested copy of which is to be filed in the Registry of Deeds for Hampden County at Springfield.

It is therefore

Voted, That the northerly and southerly location lines be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as 'MASSACHUSETTS TURNPIKE' or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this thirty-first day of January, 1957

William F. Callahan
Chairman

Benjamin H. Gant
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1955

Chicopee



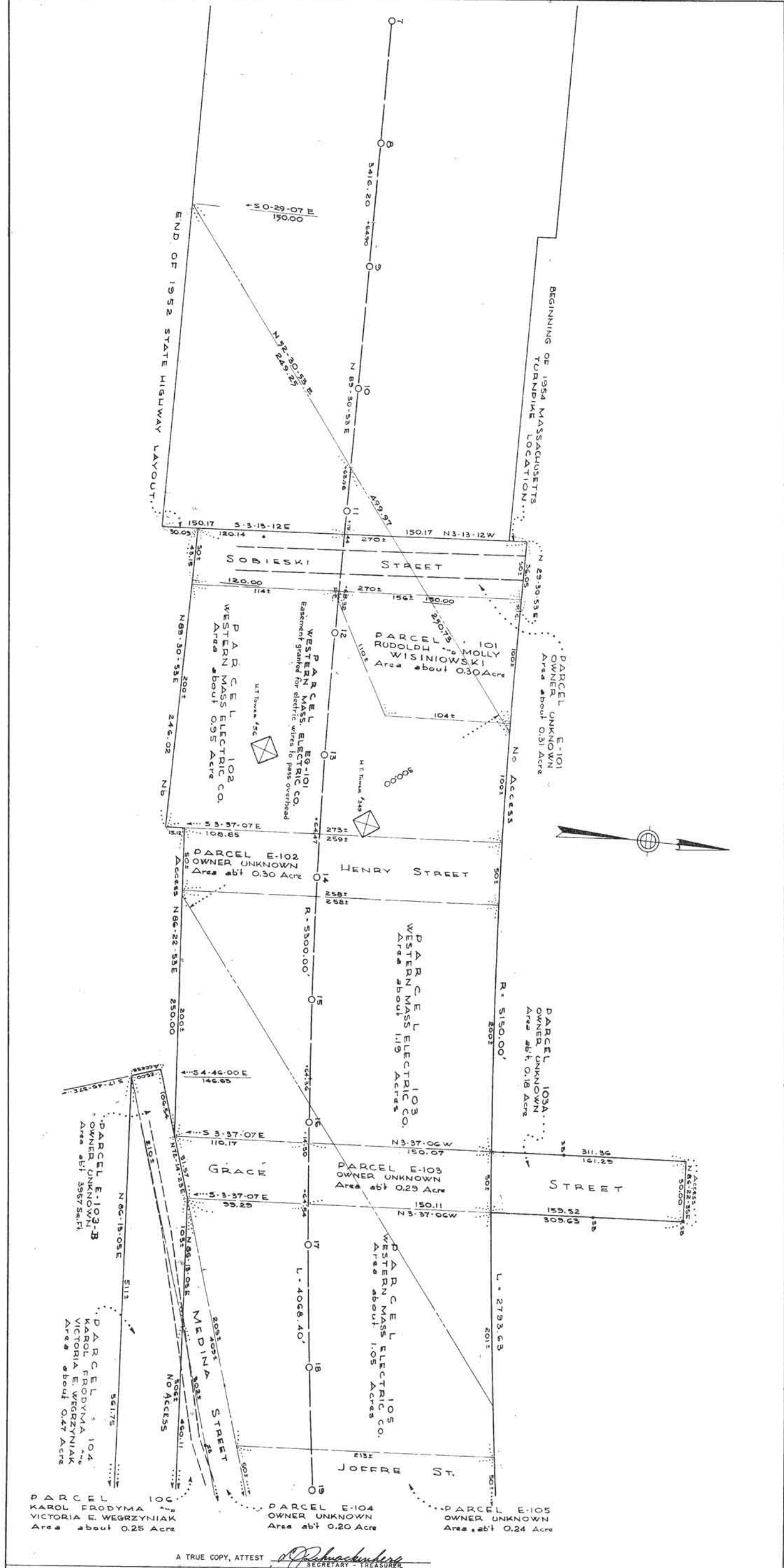
**STATE HIGHWAY LAYOUT #9 (amend. 1)
I-90, Mass. Pike, amendment in takings between
Sobieski St. & Joffre Sts.**

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 49 PAGE 63.

INDEXING

STATE HIGHWAY LAYOUT #9 (amend. 1)

- Image Info** SH54029 Chicopee
- Image Info** SH54029 I-90
- Image Info** SH54029 Mass. Pike
- Image Info** SH54029 Joffre Street
- Image Info** SH54029 Sobieski Street



A TRUE COPY, ATTEST *[Signature]*
SECRETARY - TREASURER

Amendment to
MASSACHUSETTS TURNPIKE AUTHORITY
Order of Taking No. 9
Dated: January 13, 1955
in the City of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date: **APRIL 25, 1955**
Scale: 40 feet to the inch
[Signature]
Chief Engineer

APPROVED MASSACHUSETTS TURNPIKE AUTHORITY
[Signature]
[Signature]
[Signature]
MASSACHUSETTS TURNPIKE AUTHORITY
Approved: *[Signature]*
Edward, Needles, Tammen & Bergendoff

Order of Taking No. 9 - Amendment No. 1

Order of Taking No. 9
Amendment No. 1
City of Chicopee
County of Hampden

WHEREAS, The Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, by Order of Taking No. 9 dated January 13, 1955 and recorded with Hampden Deeds, Book 2364, page 98, take certain parcels of land and rights in the City of Chicopee, County of Hampden, as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE in the City of CHICOPEE Hampden County as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: January 13, 1955 Scale 40 feet to the inch".

WHEREAS, said Order of Taking No. 9 stated that included in the land taken thereby were "all trees and structures" located on said land; and

WHEREAS, the word "structure" is a word of undefined scope and a question has arisen as to its meaning,

NOW, THEREFORE, the said Massachusetts Turnpike Authority hereby declares that the said word "structures" in said Order of Taking No. 9 did not include, and the Massachusetts Turnpike Authority did not by said Order of Taking No. 9 take, or intend to take, any of the transmission lines (other than the cement or concrete bases of two towers erected on Parcel 102 as described in said Order of Taking No. 9),

poles, wires, or other facilities located in or on said parcels so taken which at the time of said taking were owned by Western Massachusetts Electric Company, a public utility within the meaning of said Chapter 354 of the Acts of 1952.

AND, WHEREAS, it now appears that in said Order of Taking No. 9 and accompanying plan an amendment is to be made,

NOW, THEREFORE, it is hereby ordered that said Order of Taking No. 9 be and the same is hereby amended as follows:

1. In page one, by striking out parcel number "E-103A" at the end of line 16.

2. In page two, by inserting after the first complete paragraph, the following new paragraph:

"Excepted and reserved from the rights herein taken are all lawful rights of the public, and others having rights therein, to use that portion of Granger Street in the City of Chicopee which is within the Granger Street taking, hereinafter described.

3. In page two, by striking out the last paragraph and inserting in place thereof the following:

"Included in said takings are the rights of easement held by the Western Massachusetts Electric Company in land included in parcels 133, 134 and 135 and in Parcel 142 as designated on the plan hereinafter referred to; said Western Massachusetts Electric Company to have the right, however, to continue the use of the aforesaid easements as well as the right to use the land included in the express toll highway taking, hereinafter described, between the westerly street line of Sobieski Street and the easterly street line of Joffre Street and to use the land included in the Granger Street taking, here-

after described, for the purpose of maintaining and operating high tension lines, so-called, until, in the opinion of the Massachusetts Turnpike Authority, the facilities involved have been relocated in accordance with the easements hereinafter granted."

4. In pages 10 and 11, by striking out the following paragraph:

"A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Granger Street taking, hereinbefore described, and designated on the plan of said taking as Parcel E-103A, said easement consisting of the right to alter and/or reconstruct and to change the grade of that portion of Granger Street in the City of Chicopee included in said parcel to accommodate the same to the design of an underpass and appurtenant structures for said Granger Street under the express toll highway hereinbefore described. Said land shall remain subject to any lawful use which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway and the said alteration of Granger Street."

5. In page 12 by striking out all the text therein contained and inserting in place thereof the following:

"Electric Company, its successors and assigns, within portions of the express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to construct, maintain, and operate high tension lines, so-called, for the transmission of electricity overhead of land hereby taken in fee or by easement by the Massachusetts Turnpike Authority by said Order of Taking No. 9 as amended by said Amendment No. 1. Said easement, designated on

the amended plan referred to in Amendment No. 1 to Order of Taking No. 9 as parcel EG-101, includes land within the express toll highway taking, hereinbefore described, intercepted by a pair of parallel lines, the westerly line of which begins at a point in the northerly location line of the express toll highway, hereinbefore described, said point bearing north 01°-33'-07" west, 150.00 feet distant from station 12 + 67.00 of the main base line, hereinbefore described; thence extends south 52°-30'-53" west, 186± feet to a point in the westerly street line of Sobieski Street, said point bearing north 3°-13'-12" west, 40± feet distant from station 11 + 19.44 of said main base line; and the easterly line of which is 300.00 feet distant from the westerly line, herein described."

6. In page 13 by striking out the first paragraph and inserting in place thereof the following:

"An easement is also hereby granted to the Western Massachusetts Electric Company, its successors and assigns, consisting of the right, subject to the regulations of the Massachusetts Turnpike Authority, its grantee or transferee, to construct, maintain, and operate high tension lines, so-called, for the transmission of electricity overhead of land hereby taken in fee by the Massachusetts Turnpike Authority and included within the Granger Street taking, hereinbefore described."

7. In page 15 by inserting after the fourth line thereof, the following new line:

"103A	Owner Unknown (Granger Street)	.18 Ac.	1.00"
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8. In page 17 by striking out line 9 which reads as follows:

"E-103A	Owner Unknown (Granger Street)	.18 Ac.	1.00"
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FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 9, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority, and on file in its office, entitled: "Amendment to Massachusetts Turnpike Authority Order of Taking No. 9 Dated: January 13, 1955 in the City of CHICOPEE HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: April 28, 1955

Scale: 40 feet to the inch" in the Registry of Deeds for Hampden County at Springfield and to file certified copies of said amendment and said plan in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee.

Dated at Boston this 28th day of April 1955.

William T. Sullivan
Chairman

Bennett V. Howard
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 9
Amendment No. 1
City of Chicopee
County of Hampden

Filed - May 24, 1955

1955

Chicopee



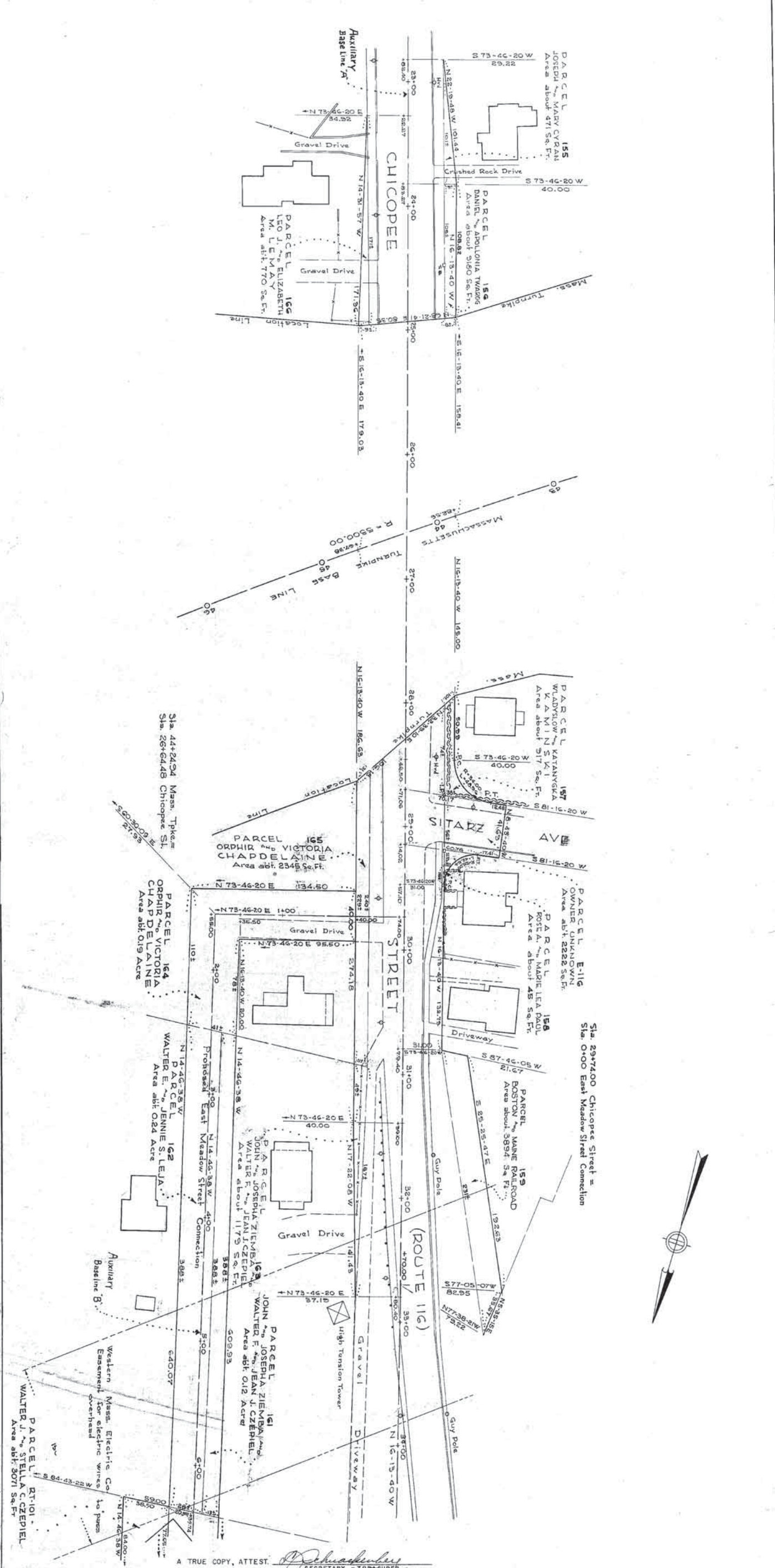
STATE HIGHWAY LAYOUT #35
I-90, Mass. Pike, East Meadow St. & Sitarz Ave. alterations.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 48 PAGE 74-76.

INDEXING

STATE HIGHWAY LAYOUT #35

- Image Info SH54030 Chicopee
- Image Info SH54030 East Meadow Street
- Image Info SH54030 I-90
- Image Info SH54030 Mass. Pike
- Image Info SH54030 Sitarz Avenue

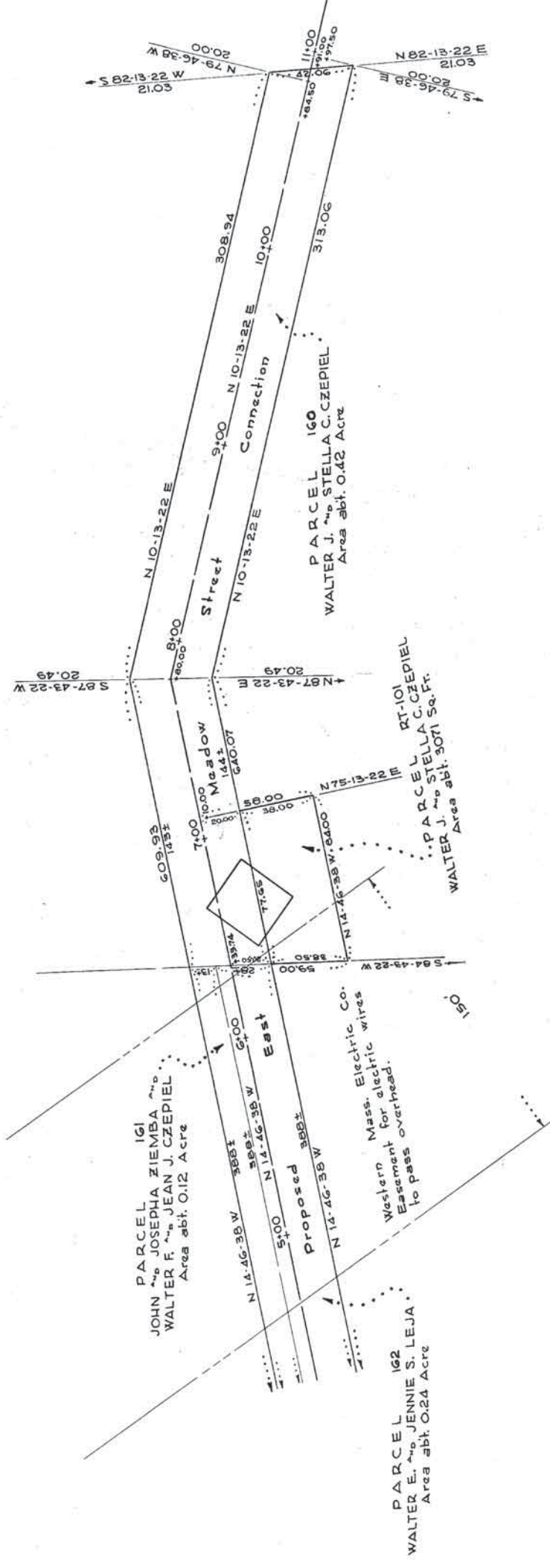


Plan for the location of an
EXPRESS TOLL HIGHWAY
known as
"MASSACHUSETTS TURNPIKE"
in the City of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date: April 14, 1955
Scale: 40 feet to the inch
W. H. Knepper
Chief Engineer

This certifies that the location of the road as shown
on this plan was taken as and for an express toll highway
known as "MASSACHUSETTS TURNPIKE" or as an alteration
or relocation in connection therewith, by the MASSACHUSETTS
TURNPIKE AUTHORITY on April 14, 1955 in accordance
with the provisions of Chapter 354 of the Acts of 1952.

William F. Caccalano Chairman
Benjamin H. Knepper Vice Chairman
John R. Kewer Member
MASSACHUSETTS TURNPIKE AUTHORITY
Approved: *J. Henry Leon*
Howard, Needles, Tammen & Bergendoff

ORDER OF TAKING NO. 35



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 35

Hampton SS.

City/Town Chilmark

April 25, 1955

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 14, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~or town~~ of Chilmark, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 35
City of Chicopee
County of Hampden

*Received and
Filed April 25, 1955*

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 35

City of Chicopee

County of Hampden

For the purpose of constructing a grade separation at an intersection of the Massachusetts Turnpike, an express toll highway, with a public highway in the City of Chicopee, County of Hampden; and for the purpose of locating a way, also in said City of Chicopee, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple (with the exception of Parcel E-116 and Parcel RT-101, referred to below), the supposed owners thereof, shown on a plan, hereinafter referred to, being set forth in the schedule of awards, hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits, and other appurtenances, for the conveyance of water, sewage, gas, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities, except high tension lines, so-called, shall be located under and/or in or

attached to a bridge over the aforesaid express toll highway.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use those portions of Chicopee Street in the City of Chicopee as hereby altered, reconstructed and/or relocated in accordance with the takings, hereinafter described.

Further excepted and reserved from the rights herein taken are all rights of easement of the Western Massachusetts Electric Company, to erect, maintain, and operate high tension lines, so-called, for transmission of electricity, within the limits of the takings, hereinafter described.

Also excepted and reserved from the rights herein taken, are all lawful rights of the public to use that portion of Sitarz Avenue which is included within the takings, hereinafter described.

In connection with the construction, maintenance, repair, and operation of the express toll highway, known as the Massachusetts Turnpike, it is necessary to change and adjust the lines and grades of two sections of highway in the City of Chicopee, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The takings for this purpose are for widening and changing the grades and alignment of Chicopee Street, in the City of Chicopee, so as to accommodate the same to the design of a grade separation at the intersection of said street with the express toll highway, as described in Order of Taking No. 9, recorded with the Registry of Deeds for Hampden County in Springfield in book 2364 at page 98, and consists of two sections, one being north of and abut-

ting the northerly location line of the express toll highway, as described in said Order of Taking No. 9, and the other being south of and abutting the southerly location line of the express toll highway, as described in said Order of Taking No. 9.

The taking for the alteration and/or reconstruction of Chicopee Street on the northerly side of the aforesaid express toll highway is more fully described as follows:

Auxiliary base line "A" for said alteration of Chicopee Street begins at a point in the center line of the existing Chicopee Street, in the City of Chicopee, southerly of the express toll highway, as described in Order of Taking No. 9, recorded with the Registry of Deeds for Hampden County at Springfield, in Book 2364 at Page 98, said point being shown on the plan, hereinafter referred to, as station 22 + 82.40. From said point of beginning, auxiliary base line "A" extends north 16°-13'-40" west, 1117.60 feet to a point shown on said plan as station 34 + 00.00.

The taking for the alteration of the section of Chicopee Street on the northerly side of the express toll highway, as described in the aforesaid Order of Taking No. 9, includes the areas within the following parcels: parcels 157, E-116, 158, 159, 163, and 165, as shown on the plan, hereinafter referred to; said parcels being more fully described as follows:

Parcel 157. From a point of beginning on the northerly location line of the express toll highway, as described in Order of Taking No. 9, recorded with the Registry of Deeds for Hampden County at Springfield in Book 2364 at page 98, said point bearing north 16°-13'-40" west, 145.00 feet distant from station 43 + 82.56 of the main base line of the express toll highway, as described in said Order of Taking No. 9, and shown on the plan, hereinafter referred to; thence extends north 16°-13'-40" west, 50.99 feet to a point of curve; thence extends by a curve to the left of 34.00 feet radius, 48.96 feet to a point of tangent; thence extends north 81°-16'-20" east, 38.00 feet to a point on the westerly street line of Chicopee Street; thence extends along said westerly street line south 16°-13'-40" east, 74.00 feet to a point on the said northerly location line of the said express toll highway; thence extends south 32°-39'-10" west, 10.00 feet to the point of beginning.

Parcel E-116 and Parcel 158. From a point of beginning at an iron pipe on the westerly street line of Chicopee Street in

the city of Chicopee, said point bearing south $81^{\circ}-16'-20''$ west, 32.00 feet distant from station 28 + 71.06 of auxiliary base line "A", hereinbefore described; thence extends south $81^{\circ}-16'-20''$ west, 50.48 feet to a point; thence extends north $8^{\circ}-43'-40''$ west, 41.69 feet to a point on the northerly street line of Sitarz Avenue; thence extends north $81^{\circ}-16'-20''$ east, 17.41 feet to a point of tangent; thence extends by a curve to the left of 25.00 feet radius, 42.54 feet to a point on the westerly street line of Chicopee Street; thence extends south $16^{\circ}-13'-40''$ east, 74.00 feet to the point of beginning.

Parcel 159. From a point of beginning on the westerly street line of Chicopee Street, as shown on the plan hereinafter referred to, said point bearing south $73^{\circ}-46'-20''$ west, 31.00 feet distant from station 30 + 79.40 of the auxiliary base line "A", hereinbefore described; thence extends south $87^{\circ}-46'-05''$ west, 21.67 feet to a point; thence extends north $25^{\circ}-25'-47''$ west, 192.63 feet to a point bearing south $77^{\circ}-05'-07''$ west, 82.95 feet distant from station 32 + 70.00 of said auxiliary base line "A"; thence extends north $5^{\circ}-35'-15''$ east, 35.67 feet to a point bearing north $77^{\circ}-38'-21''$ west, 79.22 feet distant from station 32 + 70.00 of said auxiliary base line "A"; thence extends south $25^{\circ}-25'-47''$ east, 231.00 feet to the point of beginning.

Parcels 163 and 165. From a point of beginning on the northerly location line of the express toll highway, as described in Order of Taking No. 9, recorded with the Registry of Deeds for Hampden County at Springfield in Book 2364 at Page 98, said point bearing north $16^{\circ}-13'-40''$ west, 186.63 feet distant from station 44 + 67.38 of the main base line of the express toll highway, as described in said Order of Taking No. 9, and shown on the plan, hereinafter referred to; thence extends south $32^{\circ}-39'-10''$ west, 13.00 feet to a point on the easterly street line of Chicopee Street; thence extends along the said easterly street line of Chicopee Street 427.00 feet to a point bearing north $73^{\circ}-46'-20''$ east, 37.19 feet distant from station 32 + 80.40 of auxiliary base line "A", hereinbefore described; thence extends south $17^{\circ}-22'-08''$ east, 141.43 feet to a point; thence extends south $16^{\circ}-13'-40''$ east, 274.18 feet to the point of beginning.

The taking for the alteration of the section of Chicopee Street on the southerly side of the aforesaid express toll highway is more fully described as follows:

The taking for said alteration includes the areas within the following parcels: 155, 156, and 166, as shown on the plan, hereinafter referred to, said parcels being more fully described as follows:

Parcels 155 and 156. From a point of beginning on the southerly location line of the express toll highway, as described in Order of Taking No. 9, recorded with the Registry of Deeds for Hampden County at Springfield in Book 2364 at Page 98, said point bearing south $16^{\circ}-13'-40''$ east, 158.41 feet distant from station 43 + 82.56 of the main base line of the express toll highway, as described in said Order of Taking No. 9, and shown on the plan, hereinafter referred to; thence extends north $68^{\circ}-21'-41''$ east, 8.00 feet to a point on the westerly street line of Chicopee Street; thence extends in a southerly direction along said westerly street line of Chicopee Street, 209.00 feet to a point bearing south $73^{\circ}-46'-20''$ west, 29.22 feet distant from station 22 + 82.40 of the auxiliary base line "A", hereinbefore described; thence extends north $22^{\circ}-19'-48''$ west, 101.44 feet to a point bearing south $73^{\circ}-46'-20''$ west, 40.00 feet distant from station 23 + 83.27 of said auxiliary base line "A"; thence extends north $16^{\circ}-13'-40''$ west, 108.82 feet to the point of beginning.

Parcel 166. From a point of beginning on the southerly location line of the express toll highway, as described in Order of Taking No. 9, recorded with the Registry of Deeds for Hampden County at Springfield, in Book 2364 at Page 98, said point bearing south $16^{\circ}-13'-40''$ east, 179.03 feet distant from station 44 + 67.38 of the main base line of the express toll highway, as described in said Order of Taking No. 9, and shown on the plan, hereinafter referred to; thence extends south $14^{\circ}-31'-57''$ east, 171.96 feet to a point on the easterly street line of Chicopee Street, said point bearing north $73^{\circ}-46'-20''$ east, 34.92 feet distant from station 23 + 22.27 of auxiliary base line "A", hereinbefore described; thence extends in a northerly direction along said easterly street line of Chicopee Street, 171.00 feet to a point on said southerly location line of said express toll highway; thence extends north $68^{\circ}-21'-41''$ east, 9.00 feet to the point of beginning.

The lines defining the aforesaid taking for the alteration of Chicopee Street are further defined by bounds set at angle points and points of curvature.

Further, in connection with the construction, maintenance, repair, and operation of the express toll highway, as described in Order of Taking No. 9, recorded with the Registry of Deeds for Hampden County in Springfield in Book 2364 at Page 98, it is necessary to locate a way in the City of Chicopee, said way being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952.

The taking for this purpose (hereinafter referred to sometimes as the East Meadow Street connection taking) is for providing access to owners of property abutting said taking and also for use by the public.

The taking for the East Meadow Street Connection is more fully described as follows:

Auxiliary base line "B" for said East Meadow Street Connection taking begins at a point in the center line of the existing Chicopee Street in the City of Chicopee, said point being shown on the plan, hereinafter referred to, as station 0 + 00.00 of said auxiliary base line "B"; said point also shown as station 29 + 74.00 of auxiliary base line "A", hereinbefore described. From said point of beginning, auxiliary base line "B" thence extends north $73^{\circ}-46'-20''$ east, 155.00 feet to a point, shown on said plan as station 1 + 55.00; thence extends north $14^{\circ}-46'-38''$ west, 625.00 feet to a point, shown on said plan as station 7 + 80.00; thence extends north $10^{\circ}-13'-22''$ east, 320.00 feet to a point shown on said plan as station 11 + 00.00.

The taking line for the East Meadow Street Connection begins at a point, shown on the plan hereinafter referred to, bearing north $73^{\circ}-46'-20''$ east, 40.00 feet distant from station 29 + 74.00 of auxiliary base line "A", hereinbefore described; thence extends north $16^{\circ}-13'-40''$ west, 20.00 feet to a point; thence extends north $73^{\circ}-46'-20''$ east, 95.50 feet to a point bearing north $16^{\circ}-13'-40''$ west, 20.00 feet distant from station 1 + 35.50 of auxiliary base line "B", hereinbefore described; thence extends north $14^{\circ}-46'-38''$ west, 609.93 feet to a point bearing south $87^{\circ}-43'-22''$ west, 20.49 feet distant from station 7 + 80.00 of said auxiliary base line "B"; thence extends north $10^{\circ}-13'-22''$ east, 308.94 feet to a point at the end of the taking, said point bearing north $79^{\circ}-46'-38''$ west, 20.00 feet distant from station 10 + 84.50 of said auxiliary base line "B"; thence extends north $82^{\circ}-13'-22''$ east, 42.06 feet to a point bearing south $79^{\circ}-46'-38''$ east, 20.00 feet distant from station 10 + 97.50 of said auxiliary base line "B"; thence extends south $10^{\circ}-13'-22''$ west, 313.06 feet to a point bearing north $87^{\circ}-43'-22''$ east, 20.49 feet distant from station 7 + 80.00 of said auxiliary base line "B"; thence extends south $14^{\circ}-46'-38''$ east, 640.07 feet to a point bearing south $60^{\circ}-30'-09''$ east, 27.93 feet distant from station 1 + 55.00 of said auxiliary base line "B"; thence extends south $73^{\circ}-46'-20''$ west, 134.50 feet to a point on the easterly street line of Chicopee Street; thence extends north $16^{\circ}-13'-40''$ west, 20.00 feet to the point of beginning.

The lines defining the aforesaid East Meadow Street Connection taking are further defined by bounds set at angle points and points of curvature.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the takings, hereinbefore described, and designated on the plan of said takings as Parcel E-116, said easement consisting of the right to alter, reconstruct, and/or change the grade and alignment of that portion of Sitarz Avenue in the City of Chicopee included in said parcel. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the express toll highway, as described in Order of Taking No. 9, recorded with the Registry of Deeds for Hampden County in Springfield in Book 2364 at Page 98.

A temporary easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land adjoining and abutting the taking line of the East Meadow Street Connection, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel RT-101. Said temporary easement consists of the right to enter and use the land for the purpose of removing a structure located thereon; and is to be continued only as long as it is necessary, in the opinion of the Massachusetts Turnpike Authority, for the removal of said structure.

The aforesaid temporary easement is more fully described as follows:

The taking line for said temporary easement begins at a point on the taking line of the East Meadow Street Connection taking, hereinbefore described, said point bearing north $75^{\circ}-13'-22''$ east, 20.00 feet distant from station 7 + 10.00 of auxiliary base line "B", hereinbefore described; thence extends north $75^{\circ}-13'-22''$ east, 38.00 feet to a point; thence extends south $14^{\circ}-46'-38''$ east, 84.00 feet to a point; thence extends south $84^{\circ}-43'-22''$ west, 38.50 feet to a point on the said East Meadow Street Connection taking line, said point bearing north $84^{\circ}-43'-22''$ east, 20.00 feet distant from station

6 + 35.74 of said auxiliary base line "B"; thence extends along said East Meadow Street Connection taking line north $14^{\circ}-46'-38''$ west, 77.65 feet to the point of beginning.

An easement is hereby granted in the East Meadow Street Connection taking, hereinbefore described, to the public and to the following owners of land abutting said taking:

Orphir and Victoria Chapdelaine, their heirs and assigns

Walter E. and Jennie S. Leja, their heirs and assigns

John and Josepha Ziemba and Walter F. and Jean J. Czepiel, their heirs and assigns

Western Massachusetts Electric Company, its successors and assigns

Walter J. and Stella C. Czepiel, their heirs and assigns

Lawrence E. and Arthur R. Fortier, their heirs and assigns

Said easement consists of the right to construct and maintain necessary public utilities upon the land included in said taking and to use said land for all purposes for which a public way may be used in the City of Chicopee.

The aforesaid Chicopee Street takings and East Meadow Street Connection taking are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the City of CHICOPEE, HAMPDEN COUNTY as prepared by the Massachusetts Turnpike Authority, Date April 14, 1955

Scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of taking, in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
155	Joseph & Mary Cyran	471 Sq.Ft.	\$1.00
156	Daniel & Apollonia Twarog	9180 Sq.Ft.	1.00
157	Wladyslaw & Katanygka Kaminski	917 Sq.Ft.	1.00
158	Rose A. & Marie Lea Paul	45 Sq.Ft.	1.00
159	Boston & Maine Railroad	3894 Sq.Ft.	1.00
160	Walter J. & Stella Czepiel	0.42 Ac.	1.00
161	John & Josepha Ziemba and Walter F. & Jean J. Czepiel	0.12 Ac.	1.00
162	Walter E. & Jennie S. Leja	0.24 Ac.	1.00
163	John & Josepha Ziemba and Walter F. & Jean J. Czepiel	1179 Sq.Ft.	1.00
164	Orphir & Victoria Chapdelaine	0.19 Ac.	1.00
165	Orphir & Victoria Chapdelaine	2345 Sq.Ft.	1.00
166	Leo J. & Elizabeth M. LeMay	770 Sq.Ft.	1.00
E-116	Owner Unknown	2222 Sq.Ft.	1.00
RT-101	Walter J. & Stella C. Czepiel	3071 Sq.Ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 28th day of May, 1955, (unless otherwise agreed upon).

It is therefore

Voted, That said Chicopee Street in the City of Chicopee be altered and/or reconstructed, and its grade and alignment changed

as described herein and as described and shown on said plan; that said East Meadow Street Connection be located as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 14th day of April, 1955.

William F. O'Brien
Chairman

Benjamin V. Smith
Vice Chairman

John R. Keever
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1955

Chicopee



STATE HIGHWAY LAYOUT #60
I-90, Mass. Pike, Drainage Easement on Granby Rd. at Pond St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 51 PAGE 5.

INDEXING

STATE HIGHWAY LAYOUT #60

- Image Info SH54031 Chicopee
- Image Info SH54031 Granby Road
- Image Info SH54031 I-90
- Image Info SH54031 Mass. Pike
- Image Info SH54031 Pond Street

A true copy, attest *[Signature]*
Secretary-Treasurer

Taking No. 60

POND STREET

GRANBY

ROAD

1936 County Base Line
N 48-54-25 E

N 66-51-45 E

Registered Land
Cert. No. 7245
Book 37 Page 5
Case No. 24701

Conc. End Wall

PARCEL DE-117
AVELINO A ALVES AND ANTONIA ALVES GOMES
Area about 0.26 Acre

This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocations in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on May 26, 1955
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman *[Signature]*
Vice-Chairman *[Signature]*
Member *[Signature]*

MASSACHUSETTS TURNPIKE AUTHORITY

Approved *[Signature]*
Howard Needles Tammen & Bergendoff

Plan for the location of a
Drainage Easement
for the
Massachusetts Turnpike
in the city of
CHICOPEE
Hampden County
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale: 1"=40' Date: May 26, 1955

[Signature]
Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 60

Hampden SS.

City/Town Chicopee

June 23., 19 55 Time:- 10:20 A. M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated May 26, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~or town~~ of Chicopee, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 60

City of Chicopee

County of Hampden

For the purpose of locating and constructing drainage structures in the City of Chicopee, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said city, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the right herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described on Order of

Taking No. 9 recorded in the office of the Registry of Deeds for Hampden County, at Springfield, in book 2364 at page 98, it is necessary to construct drainage structures and ditches for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in one taking; said taking being south of and abutting the southerly street line of Granby Road.

The permanent drainage easement taking on the southerly side of Granby Road in the City of Chicopee, consisting of Parcel DE-117 as shown on the plan hereinafter referred to is more fully described as follows:

Parcel DE-1. A parcel of land supposed to be owned by Joseph A. and Antonea Alves located on the southeasterly side of existing Granby Road; the boundary of which begins at a point on the southeasterly street line of said road bearing south $26^{\circ}-30'-46''$ east and 23.61 feet distant from station 76 + 47.13 of the base line of the 1936 County Layout on said Granby Road, as shown on said plan; thence said boundary line extends south $26^{\circ}-30'-46''$ east, 103.61 feet to a point; thence south $63^{\circ}-29'-14''$ west, 142.48 feet to a point; thence north $37^{\circ}-43'-04''$ west, 89.64 feet to a point again on the southeasterly street line of Granby Road, bearing south $37^{\circ}-43'-04''$ east and 23.61 feet from station 74 + 86.22 of said 1936 County base line; thence northeasterly along said southeasterly street line of Granby Road by a curve to the right of 500.00 feet radius, 156.69 feet to the point of beginning described above.

The aforesaid taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of a Drainage Easement for the Massachusetts Turnpike in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority scale 1" = 40' date May 26, 1955," an attested copy of which is to be recorded with this order of taking in the Hampden County Registry of Deeds at Springfield.

The parcel of land included in this taking is registered land, and is shown on the plan hereinbefore referred to as Parcel DE-117,

said land being registered in the Registered Land Office for Hampden County at Springfield, as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Cert. No.</u>
DE-117	Avelino A. Alves & Antonea Alves Gomes	37	5	7245

For damages sustained by persons in their property by reason of the aforesaid taking the following award is made:

<u>Parcel No.</u>		<u>Area</u>	<u>Award</u>
DE-117	Avelino A. Alves & Antonea Alves Gomes	0.26 Ac.	\$1.00

The name of the owner herein given, although supposed to be correct, is such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the ninth day of July, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That the said drainage easement be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the easement as shown on said plan was taken for the purpose of constructing, maintaining, repairing and operating drainage structures thereon.

Dated at Boston this twenty-sixth day of May 1955.

William J. Cagge
Chairman
Bernard V. Bent
Vice Chairman
John R. Kuhn
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 60

City of Chicopee

County of Hampden

1955

Chicopee



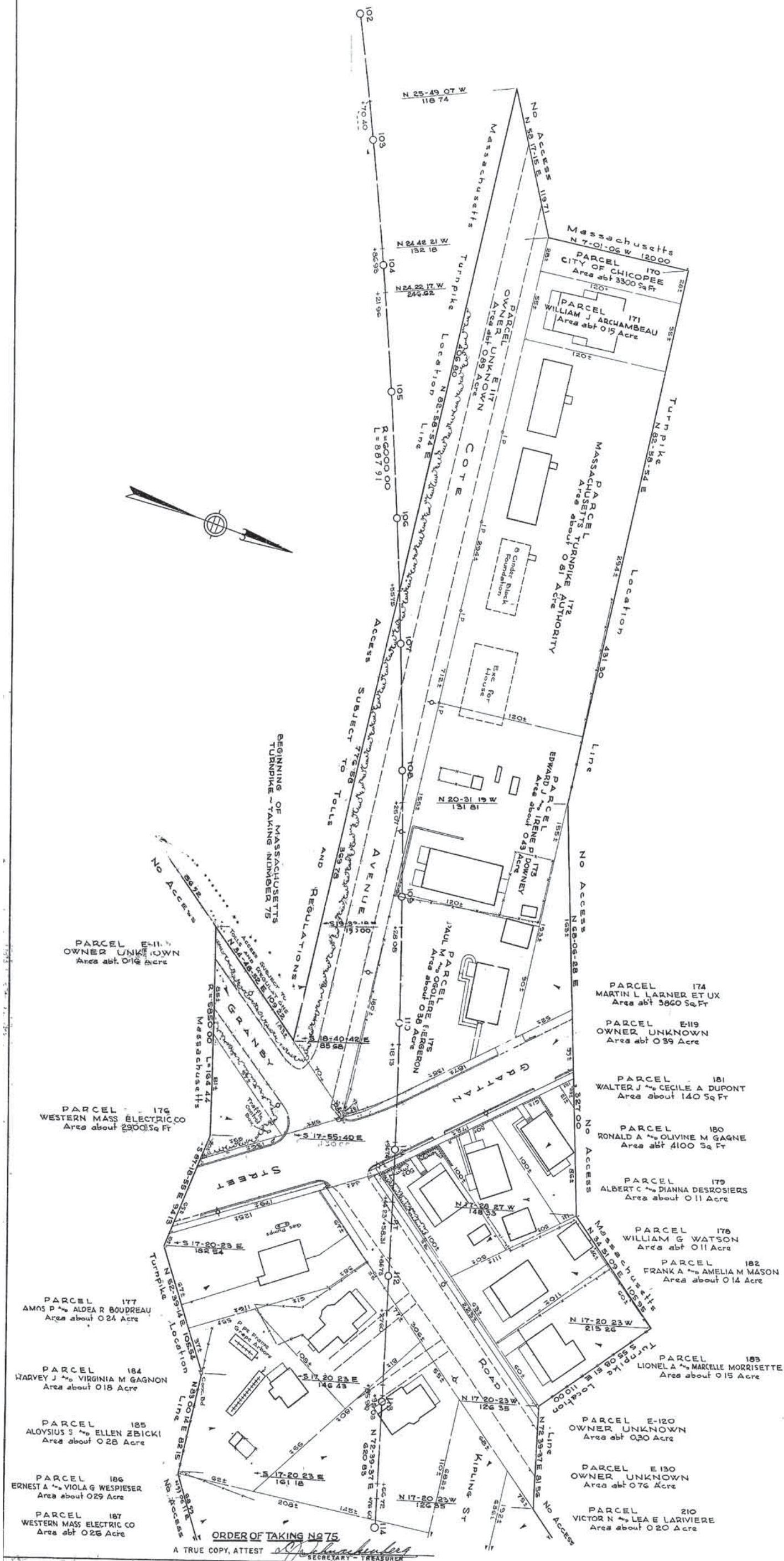
STATE HIGHWAY LAYOUT #75
I-90, Mass. Pike, Granby Rd. easterly to station 224.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 51 PAGES 42-74.

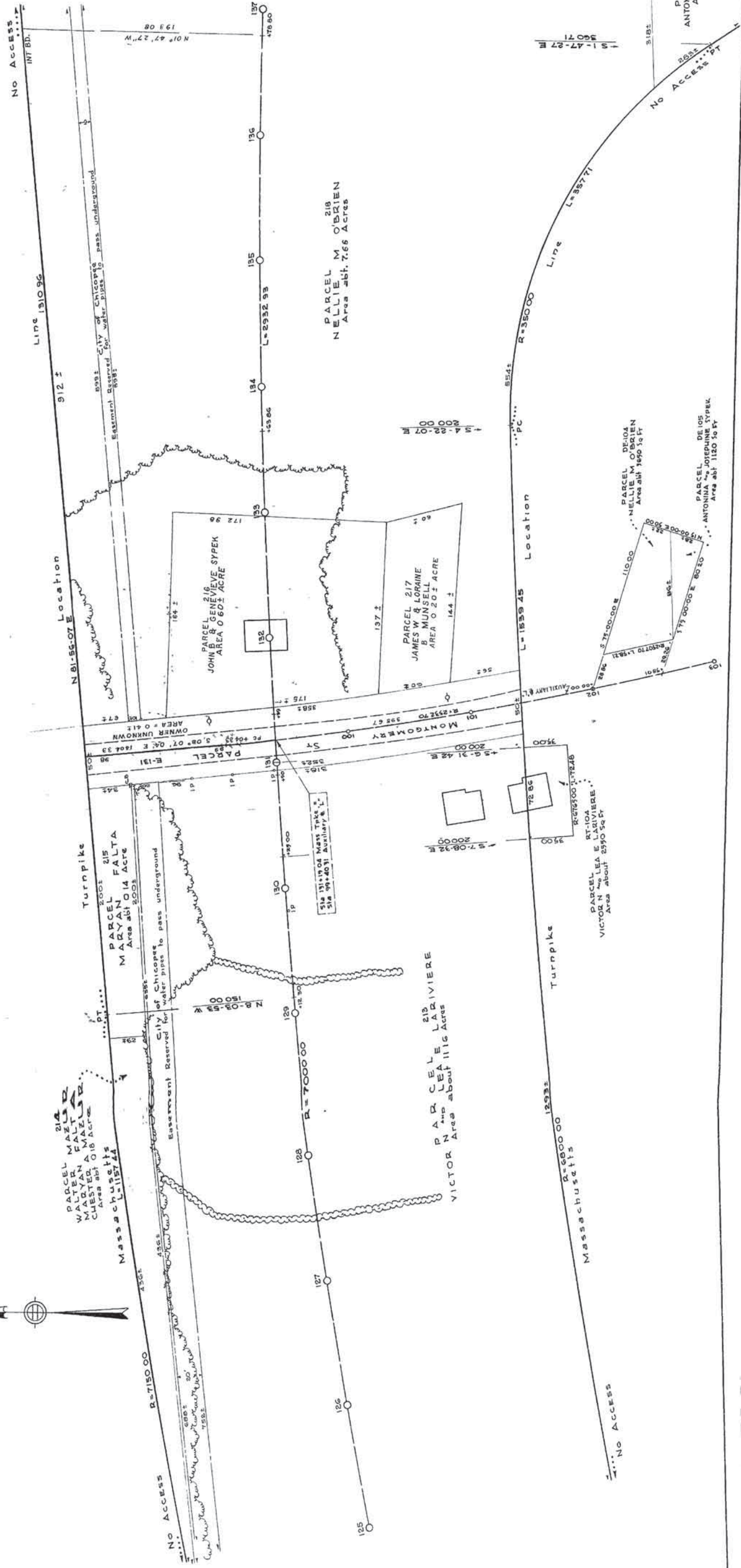
INDEXING

STATE HIGHWAY LAYOUT #75

- Image Info** SH54032 Chicopee
- Image Info** SH54032 Granby Road
- Image Info** SH54032 Grattan Street
- Image Info** SH54032 I-90
- Image Info** SH54032 Mass. Pike



<p>Plan for the location of an EXPRESS TOLL HIGHWAY Known as MASSACHUSETTS TURNPIKE in the City of CHICOPEE HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date July 14 1955 Scale: 40 feet to the inch Chief Engineer</p>	<p>This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as MASSACHUSETTS TURNPIKE or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY on July 14 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952</p> <p>Chairman Vice Chairman Member MASSACHUSETTS TURNPIKE AUTHORITY Approved: Howard, Needles, Tammen & Bergendoff</p>
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PARCEL 214
MARYAN FALTA
Area 0.18 Acre
MASSACHUSETTS
L-115744

PARCEL 215
MARYAN FALTA
Area 0.14 Acre
MASSACHUSETTS
L-115744

PARCEL 216
JOHN B. & GENEVIEVE SYPEK
Area 0.60± Acre
MASSACHUSETTS
L-115744

PARCEL 217
JAMES W. & LORANE B. MUNSIELL
Area 0.20± Acre
MASSACHUSETTS
L-115744

PARCEL 218
NELLIE M. O'BRIEN
Area 7.66 Acres
MASSACHUSETTS
L-115744

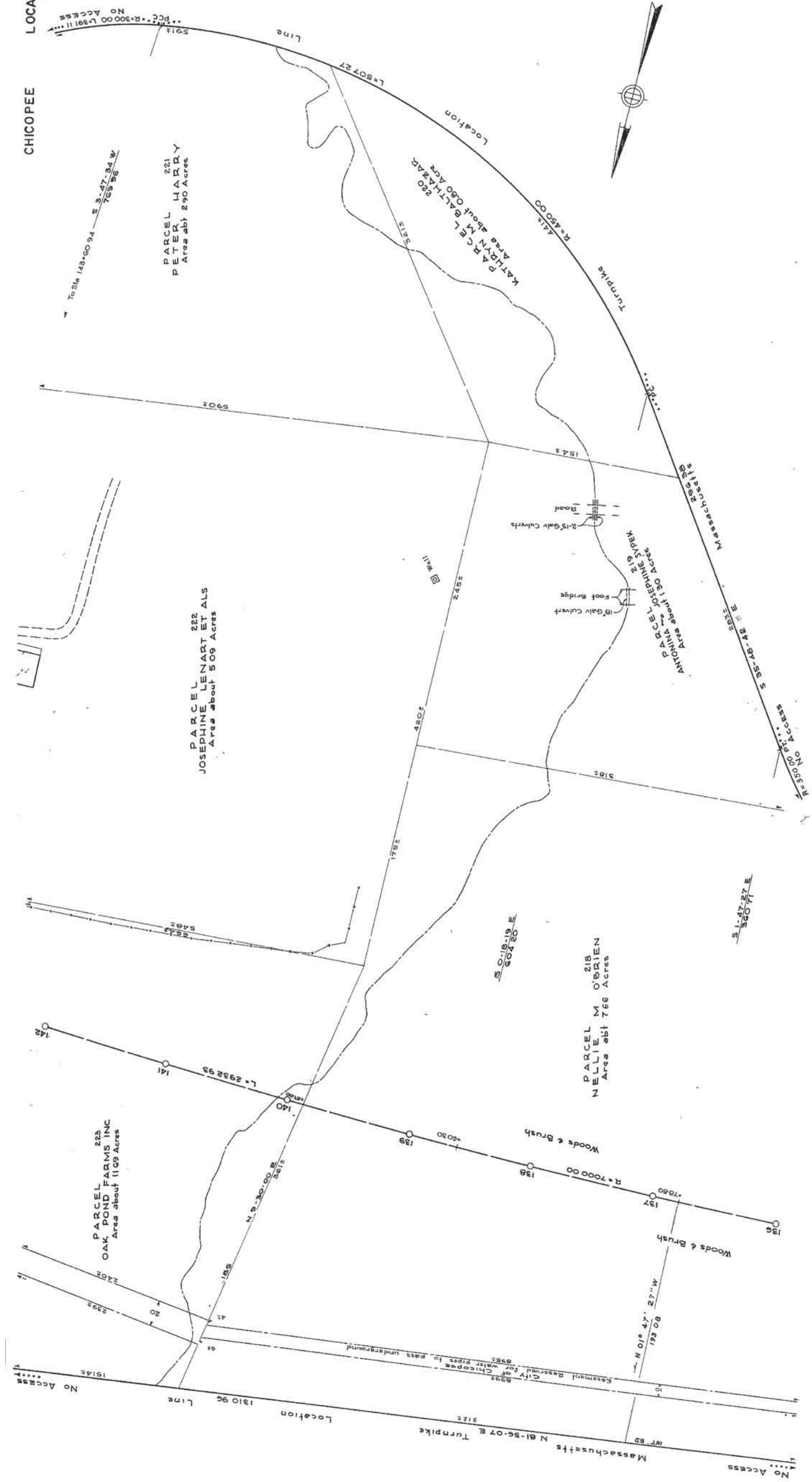
PARCEL 219
ANTONINA M. JOSEPHINE SYPEK
Area about 1.30 Acres
MASSACHUSETTS
L-115744

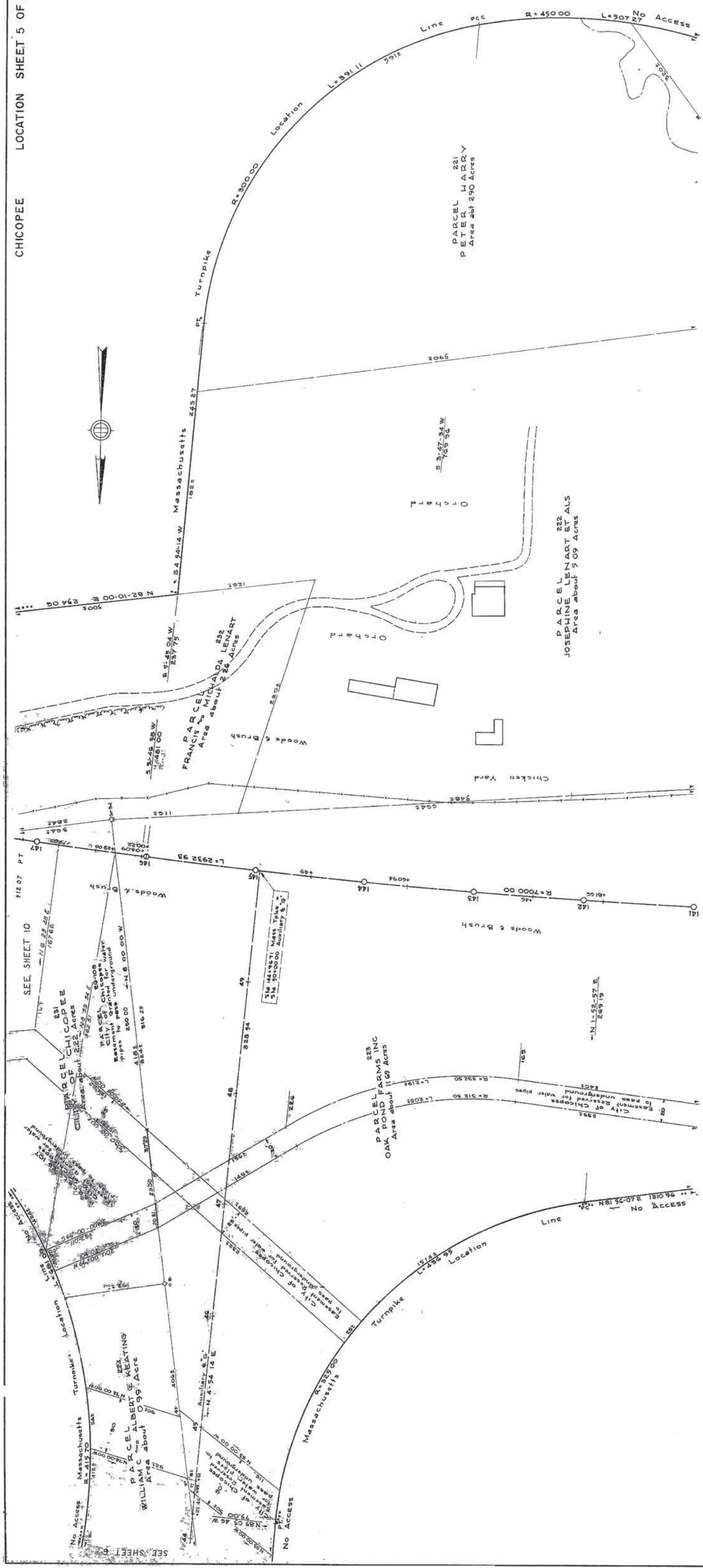
PARCEL 213
VICTOR N. & LEA E. LARIVIERE
Area about 116 Acres
MASSACHUSETTS
L-115744

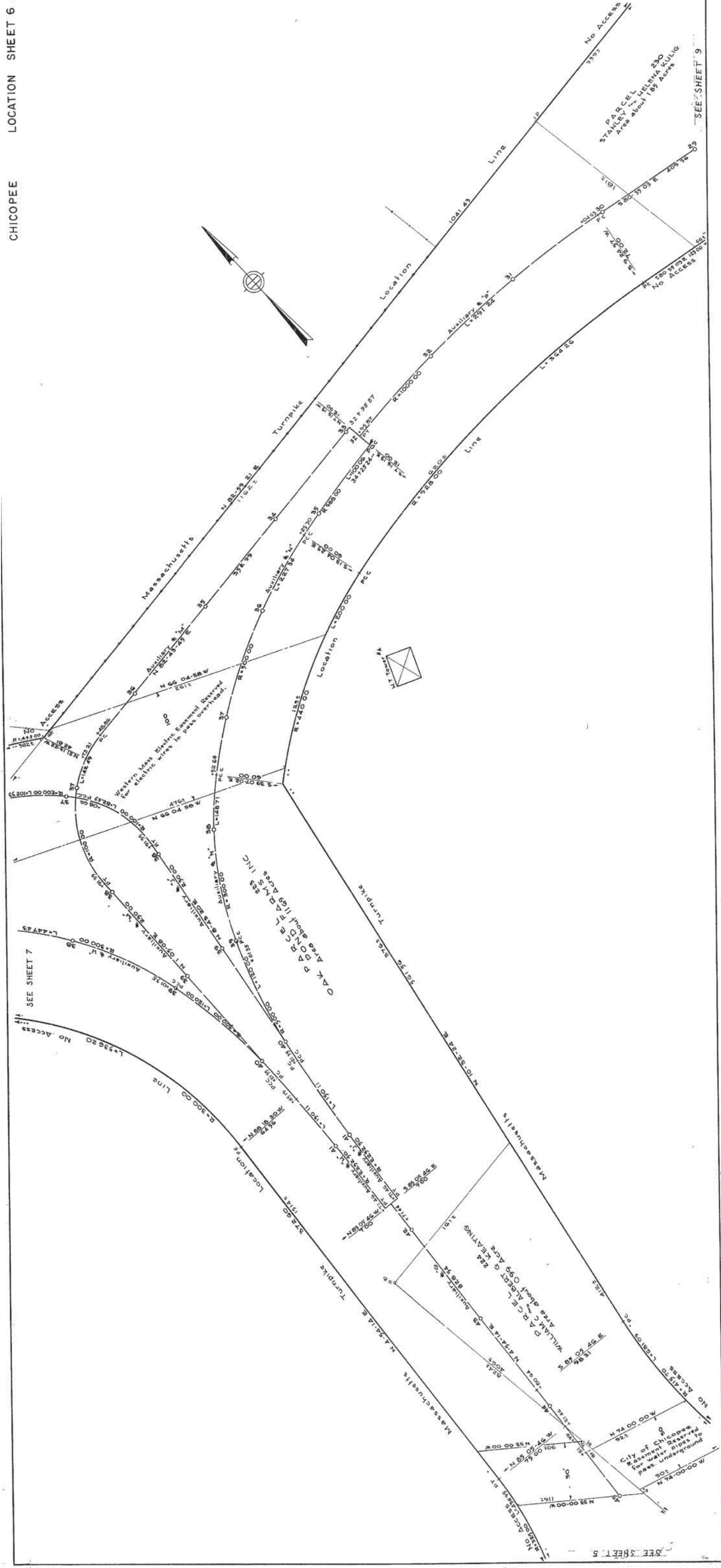
PARCEL 210
VICTOR N. & LEA E. LARIVIERE
Area about 2590 Sq Ft
MASSACHUSETTS
L-115744

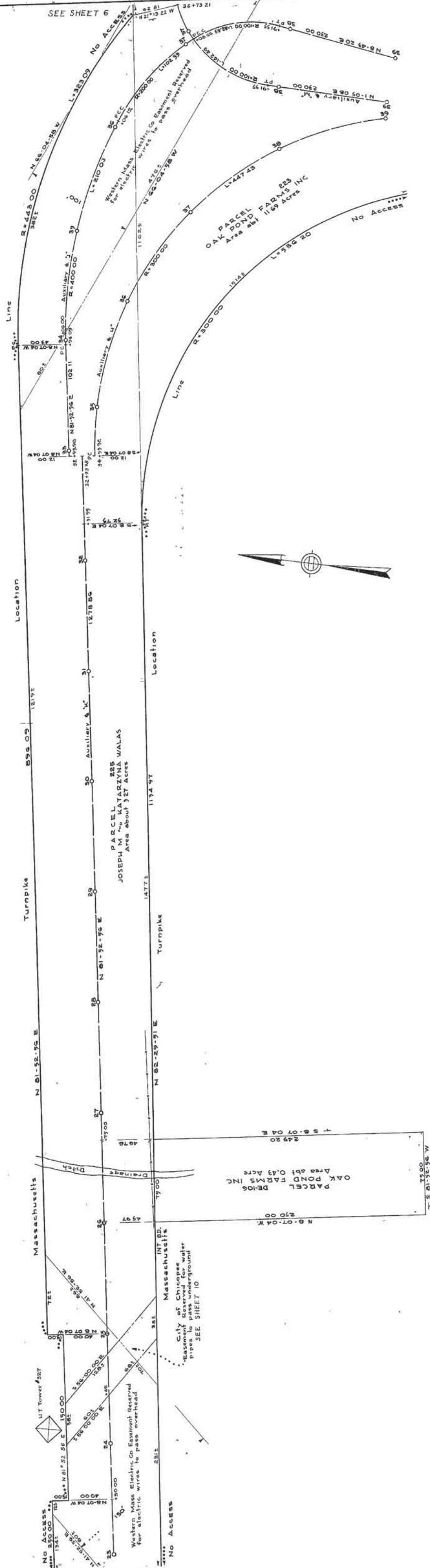
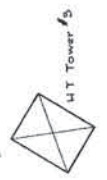
PARCEL 210A
NELLIE M. O'BRIEN
Area 211 1650 Sq Ft
MASSACHUSETTS
L-115744

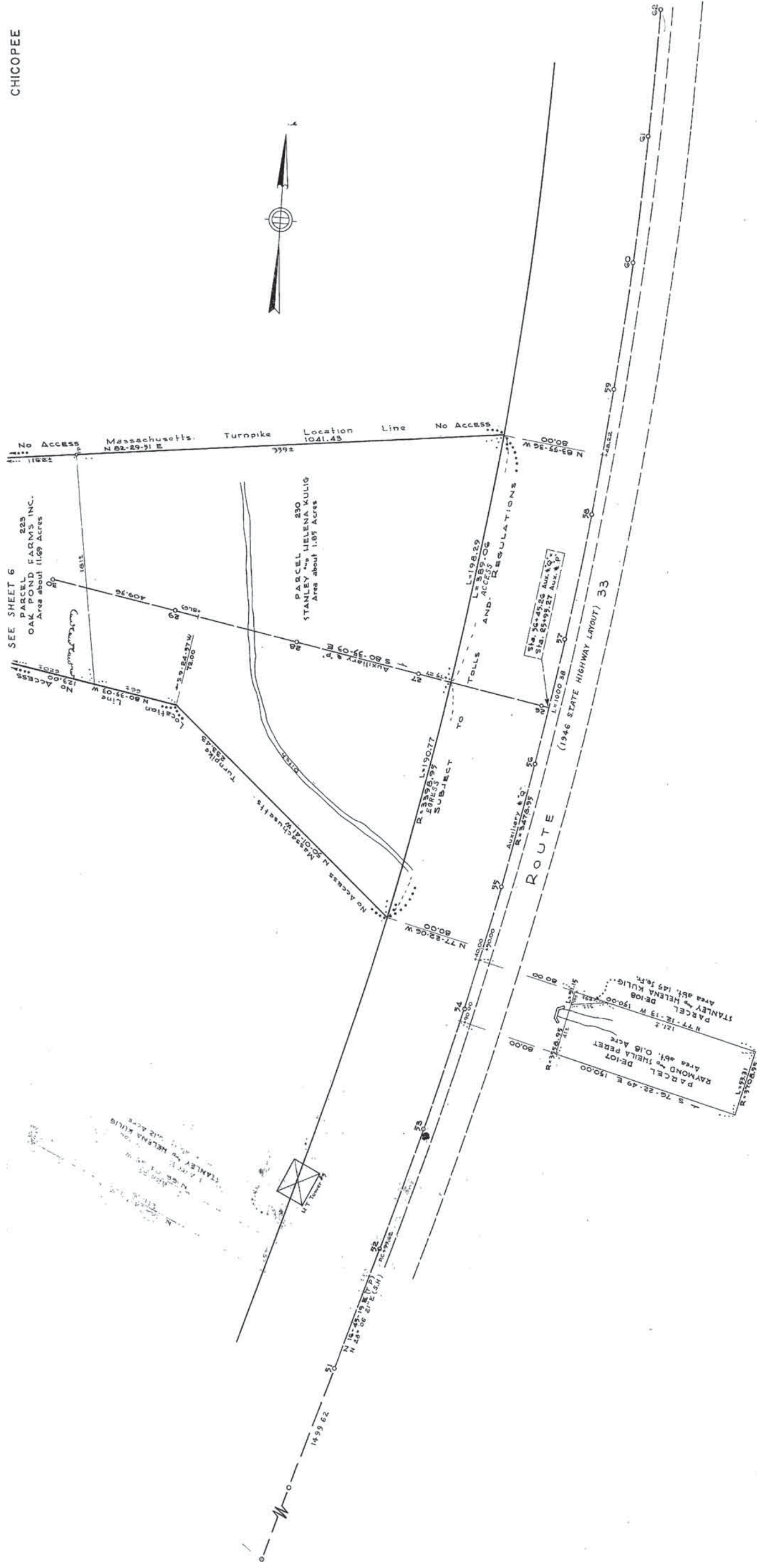
PARCEL 210S
ANTONINA M. JOSEPHINE SYPEK
Area 211 1120 Sq Ft
MASSACHUSETTS
L-115744

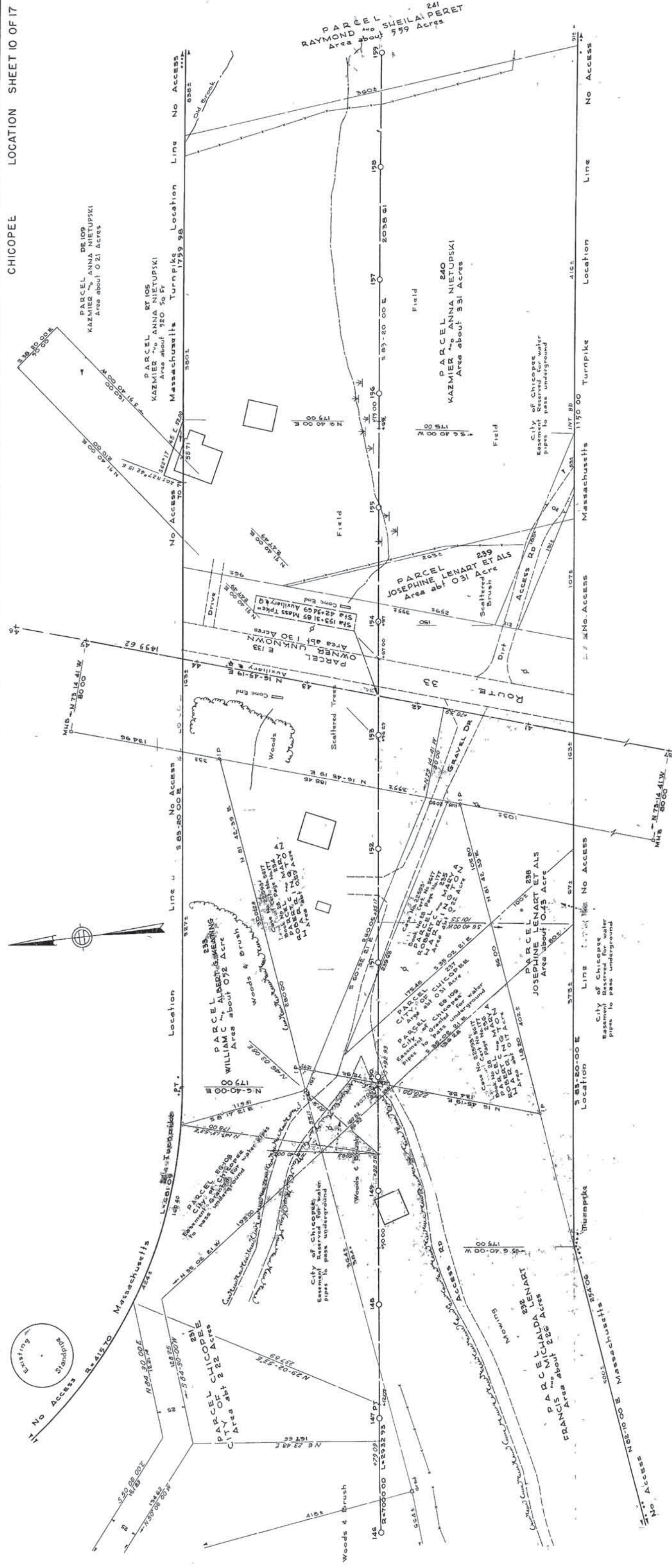


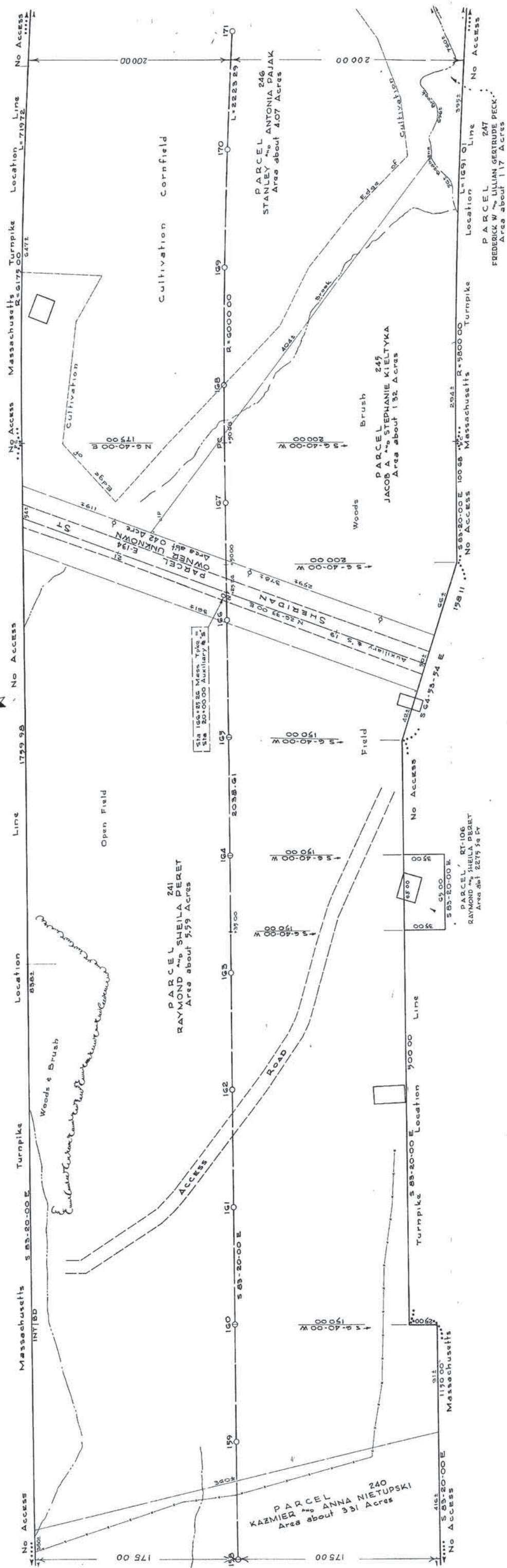


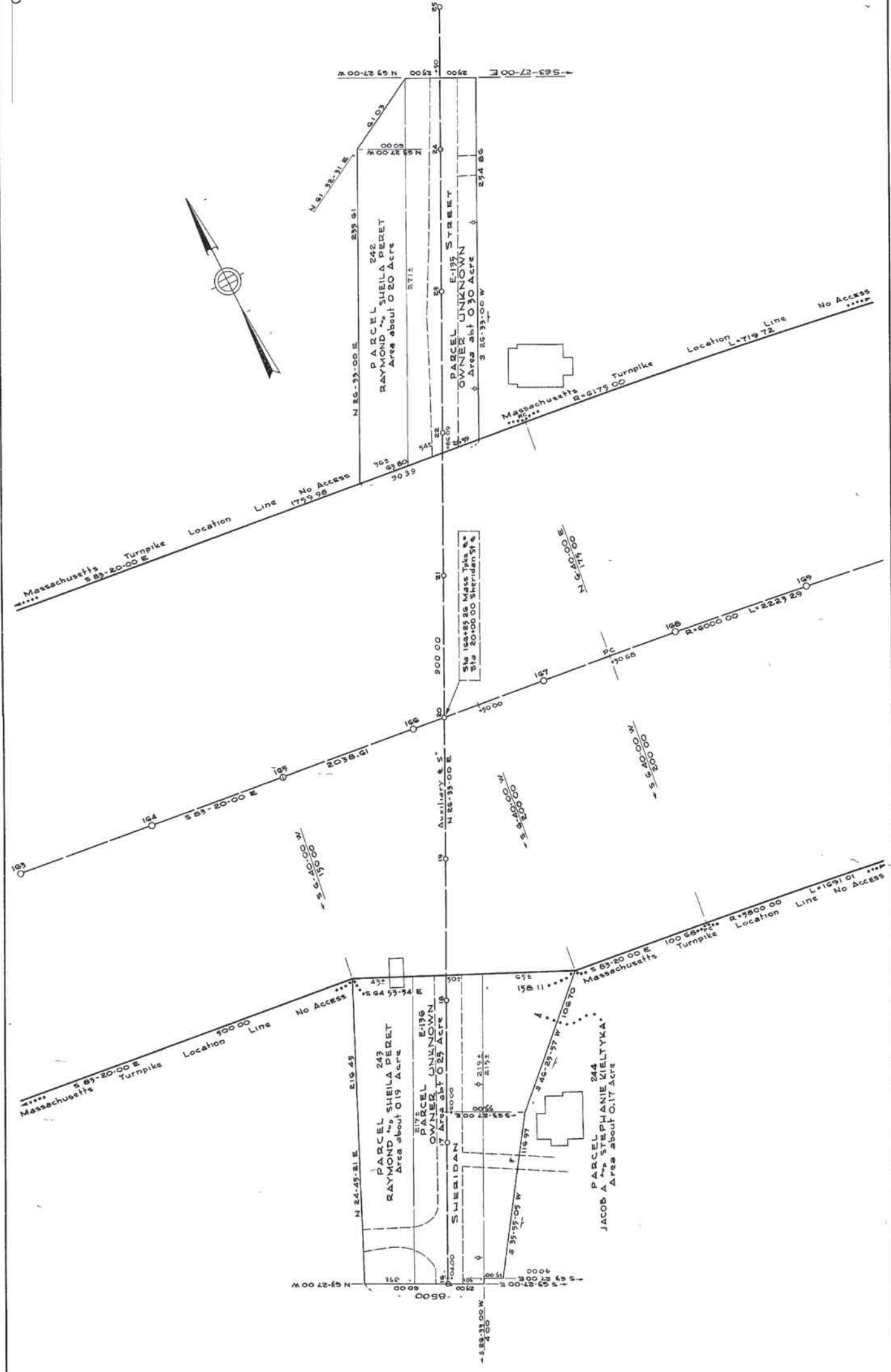


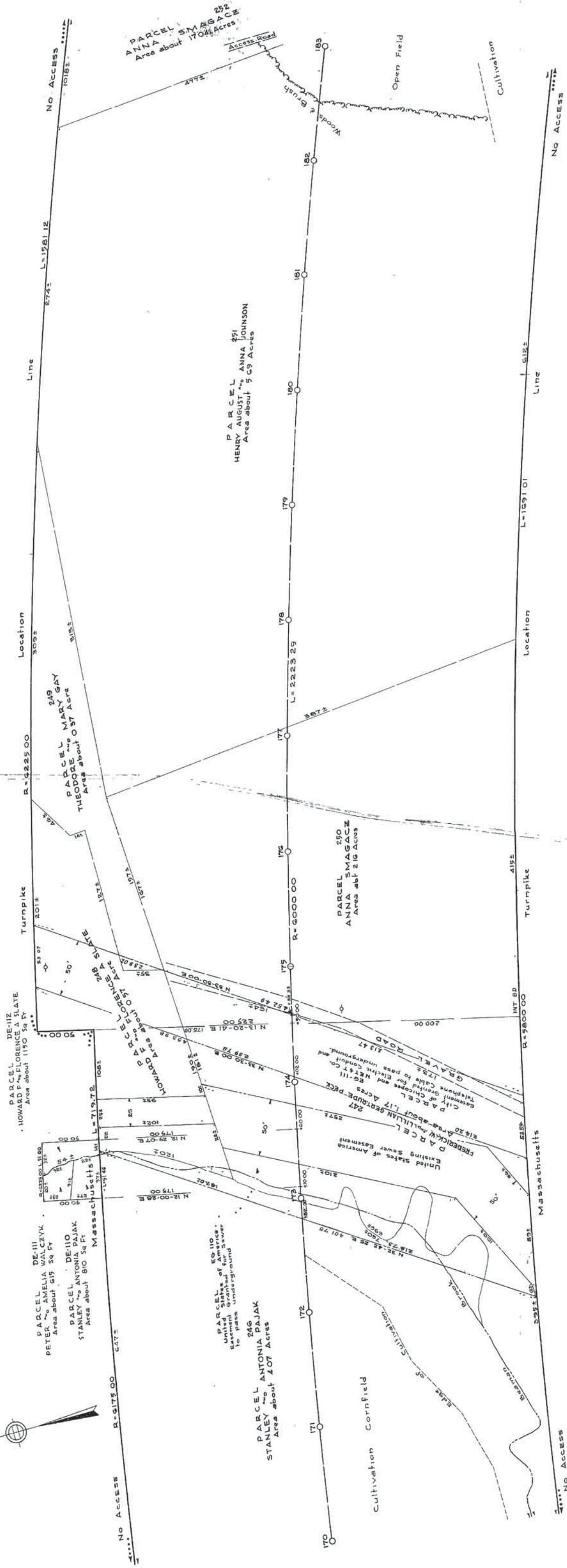


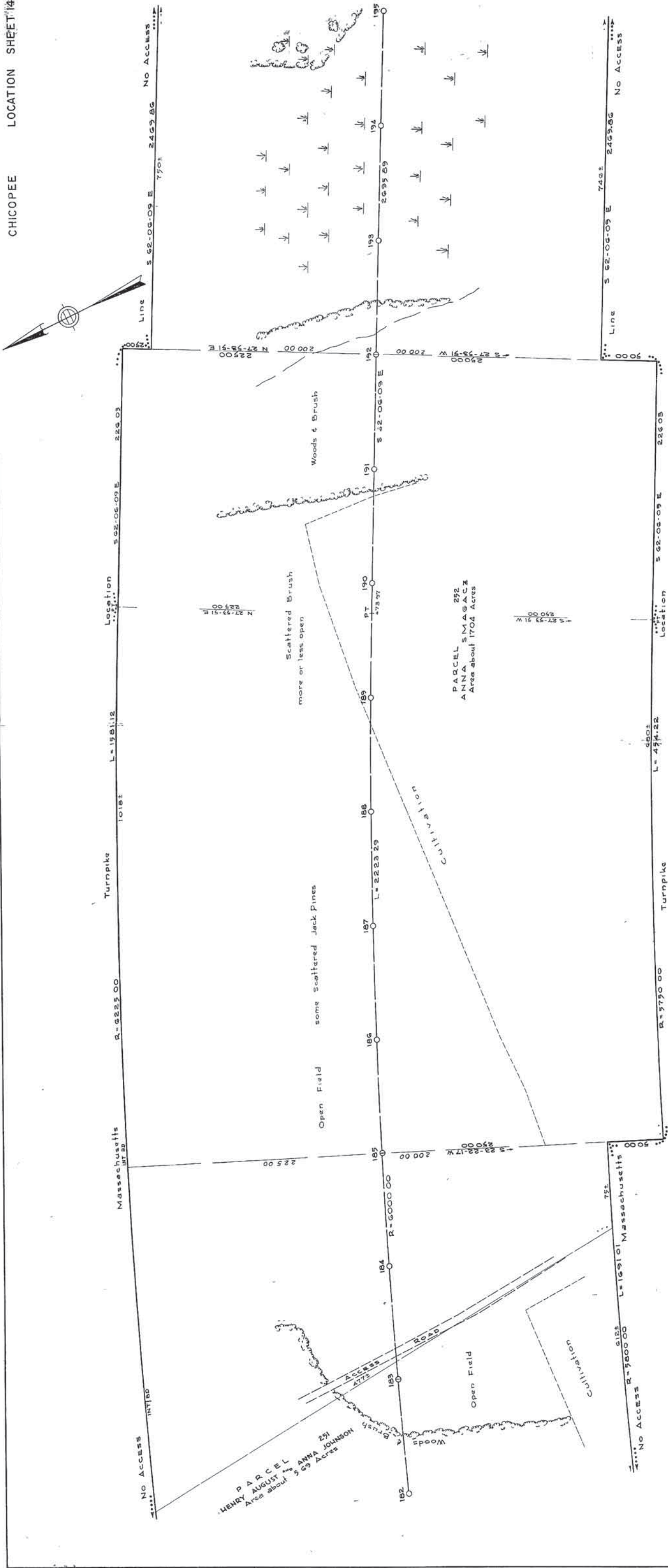


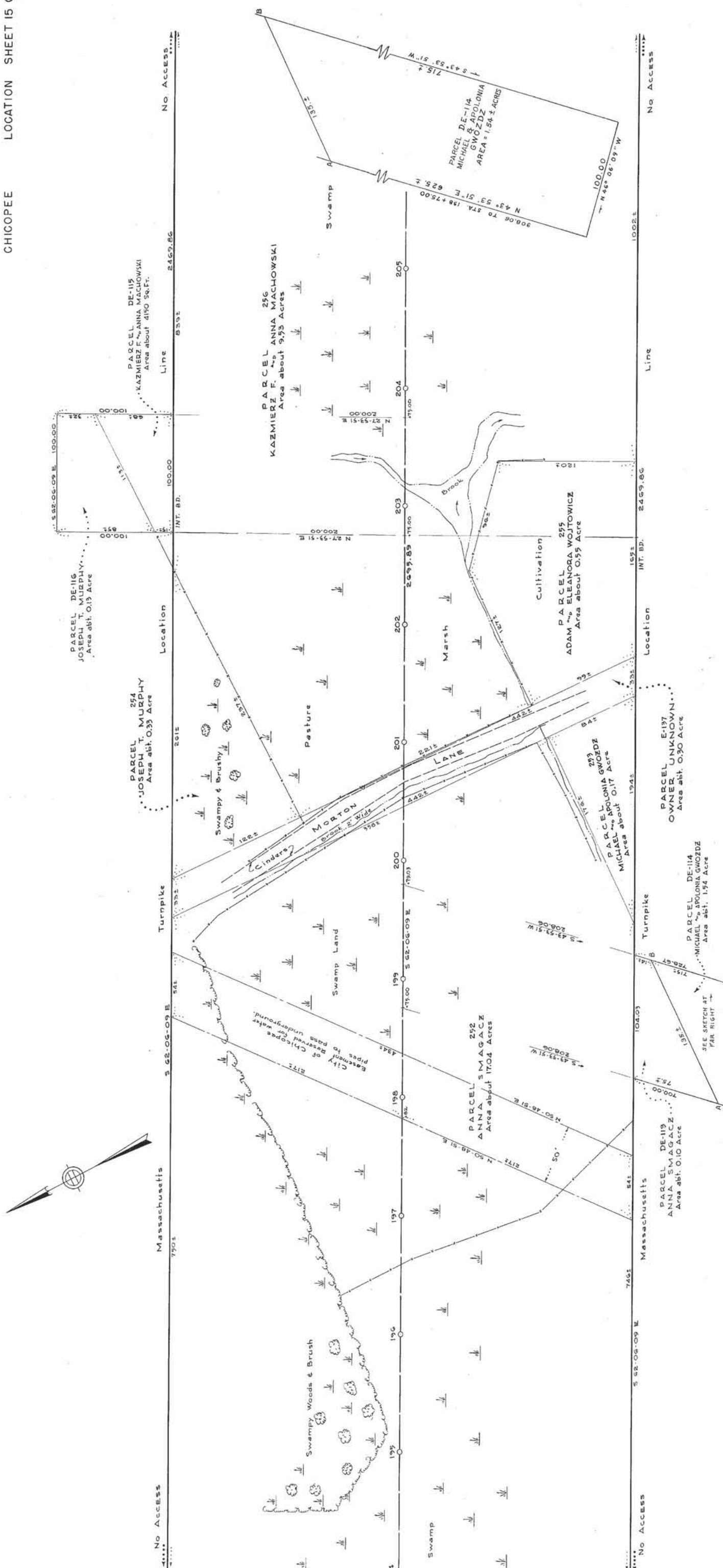


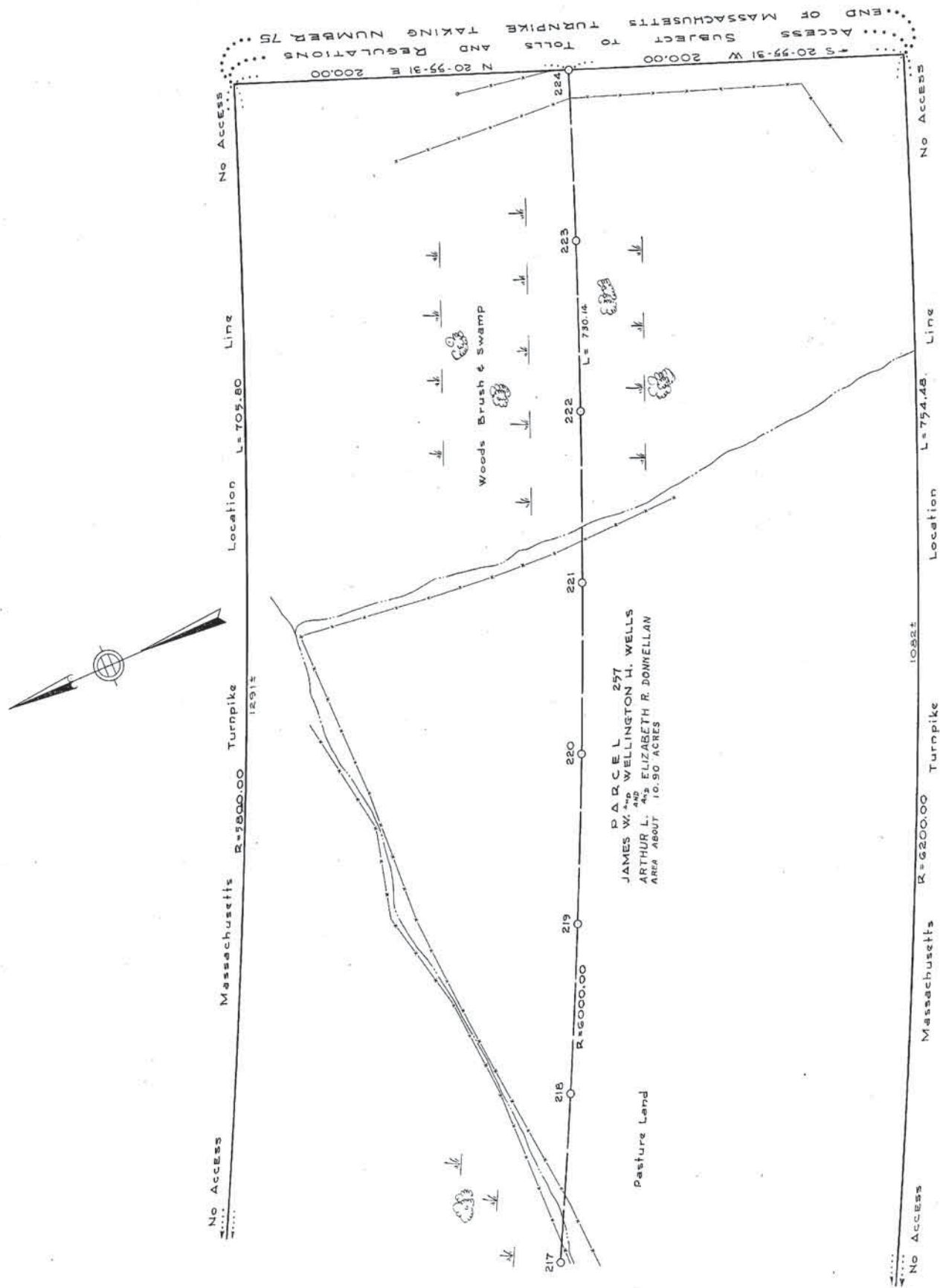












COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 75

Hampden SS.

City/Town Chicopee

July 22, 1955 - 10.10.57

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 14, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~or town~~ of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 75
City of Chicopee
County of Hampden

Filed-July 22, 1955

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 75

City of Chicopee

County of Hampden

For the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, a road in the City of Chicopee, County of Hampden, for the purpose of constructing a traffic interchange with appurtenant ramps and bridge, connecting said express toll highway with Montgomery Street and with the North-South Road, so-called, (Route 33); for the purpose of constructing grade separations at the intersection of said express toll highway with Montgomery Street, with Route 33 and with Sheridan Street; for the purpose of widening the location and adjusting the grade and alignment of certain portions of said Sheridan Street adjoining the aforesaid express toll highway; for the purpose of widening the location and adjusting the grade and alignment of a portion of Montgomery Street and for the purpose of performing such other work as necessary to carry out the provisions of Chapter 354 of the Acts of 1952; the Massachusetts Turnpike Authority, a body politic and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and of said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures located thereon (but not including poles, towers and other appurtenances for the conveyance of electricity and for telephone communication) situated in the City of Chicopee, County of Hampden; (with the exception of parcel No. 172, title to which is already in said Massachusetts Turnpike Authority); all of

said land being taken in fee simple (with the exception of Parcels No. E-117, E-118, F-119, E-120, E-130, E-131, F-133, E-134, E-135, E-136, F-137, DE-104, DE-105, DE-106, DE-107, DE-108, DE-109, DE-110, DE-111, DE-112, DE-113, DE-114, DE-115, DE-116, RT-104, RT-105, and RT-106 hereinafter described, in which easements only are taken); the supposed owners thereof shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under said express toll highway or attached to a bridge thereover, except that the right is retained by the Western Massachusetts Electric Company, its successors and/or assigns, to construct, maintain, repair, replace and operate overhead wires for the transmission of electric power within the confines of its existing easements extending across the express toll highway taking hereinafter described at about station 37 of auxiliary base lines J, M and N and at about station 24 of auxiliary base line K, said auxiliary base lines being hereinafter described, and said existing easements being respectively 100 feet and 150 feet in width.

Except as hereinbefore noted, however all easements, licenses and permits existing prior to the date of this instrument within the limits of said express toll highway taking are expressly included in the rights hereby taken.

The express toll highway taking is for a portion of the Massachusetts Turnpike about 2 1/4 miles in length and begins on Cote Avenue, so called, in

the City of Chicopee, about 750 feet from the westerly side of Grattan Street, so called, and extends in an easterly direction to a point on the property of James W. and Wellington H. Wells and Arthur L. and Elizabeth Donnellan, in the said city of Chicopee about 1.1 miles easterly from Sheridan Street so called.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point about 120 feet from the southerly side of Cote Avenue hereinbefore mentioned, and about 725.00 feet (measured at right angles) southwesterly from the southwesterly side of Grattan Street, said point being shown on a plan hereinafter referred to as station 102+70.40.

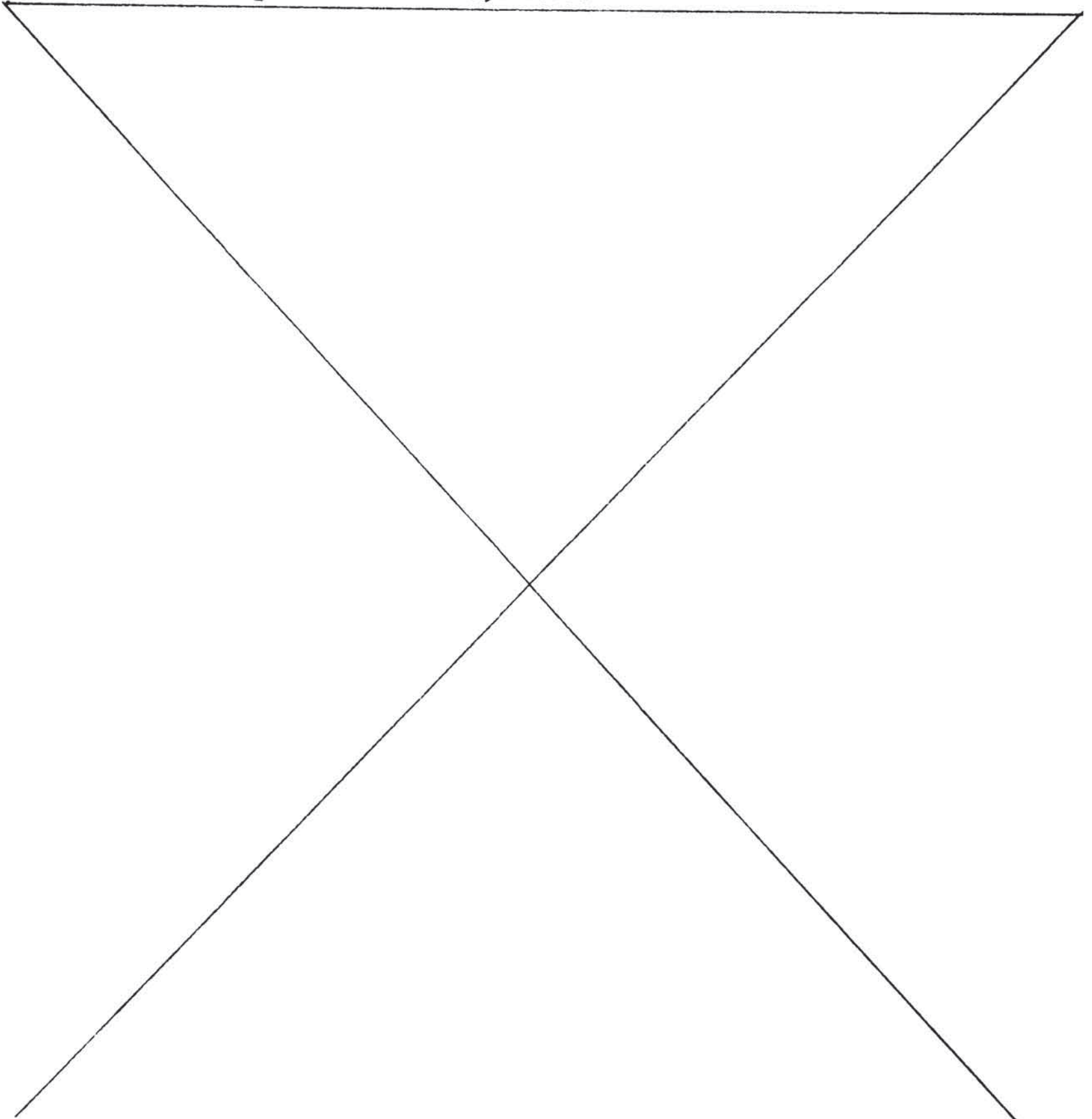
From said point of beginning, the main base line extends easterly by a curve to the right as shown on said plan of 6000.00 feet radius, 887.91 feet to a point of tangent shown on said plan as station 111+58.31; thence extends north $72^{\circ}-39'-37''$ east 620.83 feet to a point of curve, shown on said plan as station 117+79.14; thence extends by a curve to the right as shown on said plan of 7000.00 feet radius, 2,932.93 feet to a point of tangent shown on said plan as station 147+12.07; thence extends south $83^{\circ}-20'-00''$ east 2,038.61 feet to a point of curve, shown on said plan as station 167+50.68; thence extends by a curve to the right as shown on said plan of 6,000.00 feet radius 2,223.29 feet to a point of tangent shown on said plan as station 189+73.97; thence extends south $62^{\circ}-06'-09''$ east 2,695.89 feet to a point of curve shown on said plan as station 216+69.86; thence extends by a curve to the left as shown on said plan of 6000.00 feet radius 730.14 feet to a point at the end of the taking shown on said plan as station 224+00.

An auxiliary base line "P" of the express toll highway taking begins at a point in the middle of the location of the 1946 State Highway layout (Route 33) and shown on a plan hereinafter referred to as station 25+95.27, said station being identical with station 56+45.26 of the hereinafter described auxiliary base line "Q" on Route 33. From said point of beginning, the said auxiliary base line "P" extends north $80^{\circ}-35'-03''$ west 409.36 feet to a point of curve shown on said plan as station 30+04.63; thence extends by a curve to the left as shown on said plan of 1000.00 feet radius 291.24 feet to a point at the end of said auxiliary base line "P" shown on said plan as station 32+95.87, said point bearing south $7^{\circ}-16'-15''$ east and 12.00 feet distant from the point of beginning of auxiliary base line "M" hereinafter described and shown on said plan as station 32+95.87, the said point of ending of the said auxiliary base line "P" also bearing north $7^{\circ}-16'-15''$ west and 12.00 feet distant from the point of beginning of auxiliary base line "N" of the express toll highway hereinafter described and shown on said plan as station 34+25.24.

An auxiliary base line "Q" of the express toll highway taking begins at a point in the middle of the location of the 1946 State Highway layout on

Route 33 and shown on a plan hereinafter referred to as station 37+00.00. From said point of beginning the said auxiliary base line "Q" extends north $16^{\circ}-45'-19''$ east (shown on plan of said state highway as north $28^{\circ}-06'-21''$ east) 1499.62 feet to a point of curve shown on said plan as station 51+99.62; thence extends by a curve to the left as shown on said plan of 3478.95 feet radius 1000.38 feet to a point at the end of said auxiliary base line "Q" shown on said plan as station 62+00.00. (Note-station 42+34.69 of auxiliary base line "Q" is identical with station 153+31.85 of the main base line hereinbefore described.)

An auxiliary base line "S" of the express toll highway taking begins at a point bearing south $26^{\circ}-33'-00''$ west and 400.00 feet distant from station 166+25.26 of the main base line of the express toll highway hereinbefore described, said point shown on said plan as station 16+00.00. From said point of beginning the said auxiliary base line "S" extends north $26^{\circ}-33'-00''$ east 900.00 feet to a point at the end of said auxiliary base line "S" shown on said plan as station 25+00.00.



An auxiliary base line "L" of the express toll highway taking begins at a point in the middle of the location of the 1933 County Layout on Montgomery Street and shown on a plan hereinafter referred to as station 85 + 00.00. From said point of beginning the said auxiliary base line "L" extends south 8°-07'-04" east 1404.33 feet to a point of curve shown on said plan as station 99 + 04.33; thence extends by a curve to the left of 2532.70 feet radius 395.67 feet to a point at the end of said auxiliary base line "L" shown on said plan as station 103 + 00.00.

Note: Station 99 + 40.31 of said auxiliary base line "L" is identical with station 131 + 19.04 of the main base line hereinbefore described.

An auxiliary base line "K" of the express toll highway taking begins at a point on Montgomery Street shown on a plan hereinafter referred to as station 20 + 15.12, said point being identical with station 87 + 53.06 of the hereinbefore described auxiliary base line "L". From said point of beginning the said auxiliary base line "K" extends north 81°-52'-56" east 1278.86 feet to a point at the end of said auxiliary base line "K" shown on said plan as station 32 + 93.98, said point bearing south 8°-07'-04" east and 12.00 feet distant from the point of beginning of the auxiliary base line "J" hereinafter described and shown on said plan as station 32 + 93.98. The said point of ending of the said auxiliary base line "K" also bearing north 8°-07'-04" west and 12.00 feet distant from the point of beginning of auxiliary base line "H" hereinafter described and shown on said plan as station 34 + 53.92.

An auxiliary base line "H" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station 34 + 53.92, said point bearing south 8°-07'-04" east and 12.00 feet distant from station 32 + 93.98 of the hereinbefore described auxiliary base line "K"; from said point of beginning the said auxiliary base line "H" extends easterly, to southeasterly, ^{and} southerly by a curve of 300.00 feet radius, 447.43 feet to a point of curve shown on said plan as station 39 + 01.35; thence extends by a curve to the right of 500.00 radius 120.00 feet to a point of curve shown on said plan as station 40 + 21.35, said point also being the end of auxiliary base line "M" of the express toll highway taking hereinafter described, thence extends by a curve to the right of 2252.50 feet radius 150.11 feet to a point at the end of said auxiliary base line "H" shown on said plan as station 41 + 76.46, said point bearing north 85°-05'-46" west and 7.00 feet distant from the point of beginning of the auxiliary base line "G" of the express toll highway taking hereinafter described and shown on said plan as station 41 + 71.46. The said point of ending of the said auxiliary base line "G" also bearing north 85°-05'-46" west and 14.00 feet distant from the point of ending of the auxiliary base line "J" of the express toll highway taking hereinafter described and shown on said plan as station 41 + 71.46.

An auxiliary base line "J" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station

32 + 93.98, said point bearing north 8°-07'-04" west and 12.00 feet distant from station 32 + 93.98, said station being the end of auxiliary base line "K" of the express toll highway taking hereinbefore described. The said point of beginning of the said auxiliary base line "J" also bearing north 8°-07'-04" west and 24.00 feet distant from the point of beginning of the auxiliary base line "H" hereinbefore described. From said point of beginning the said auxiliary base line "J" extends north 81°-52'-56" east 102.11 feet to a point of curve shown on said plan as station 33 + 96.09; thence extends by a curve to the right of 400.00 feet radius 210.03 feet to a point of curve shown on said plan as station 36 + 06.12; thence extends by a curve to the right of 200.00 feet radius 102.53 feet to a point of curve shown on said plan as station 37 + 08.66; thence extends by a curve to the right of 100.00 feet radius 82.69 feet to a point of tangent shown on said plan as station 37 + 91.35; thence extends south 8°-43'-20" west 230.00 feet to point of curve shown on said plan as station 40 + 21.35, said station being identical with the end of auxiliary base line "N" of the express toll highway taking hereinafter described; thence extends by a curve to the left of 2252.50 feet radius 150.11 feet to a point at the end of said auxiliary base line "J" shown on said plan as station 41 + 71.46, said point bearing south 85°-05'-46" east and 14.00 feet distant from the point of ending of auxiliary base line "H" hereinbefore described and shown on said plan as station 41 + 71.46. The said point of ending of the said auxiliary base line "J" also bearing south 85°-05'-46" east and 7.00 feet distant from the point of beginning of auxiliary base line "G" of the express toll highway taking hereinafter described and shown on said plan as station 41 + 71.46.

An auxiliary base line "G" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station 41 + 71.46, said point bearing south 85°-05'-46" east and 7.00 feet distant from station 41 + 71.46, said station being the end of auxiliary base line "H" of the express toll highway taking hereinbefore described. The said point of beginning of the said auxiliary base line "G" also bearing north 85°-05'-46" west and 7.00 feet distant from station 41 + 71.46, said station being the end of auxiliary base line "J" of the express toll highway taking hereinbefore described. From said point of beginning the said auxiliary base line "G" extends south 4°-54'-14" west 828.54 feet to a point at the end of said auxiliary base line "G" shown on said plan as station 50 + 00.00, said point being identical with station 144 + 96.71 of the main base line hereinbefore described.

An auxiliary base line "M" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station 32 + 95.87, said point bearing north 7°-16'-15" west and 24.00 feet distant from station 34 + 25.24, said station marking the beginning of auxiliary base line "N" of the express toll highway taking hereinafter described. The said point of beginning of said auxiliary base line "M" also bearing north 7°-16'-15" west and 12.00 feet distant from station 32 + 95.87, said station marking the end of auxiliary base line "P" of the express toll highway hereinbefore described and shown on a plan hereinafter referred to. From said point of beginning the said auxiliary base line "M" extends south 82°-43'-45" west 352.99 feet to a point of curve shown on said plan as station 36 + 48.86; thence

extends by a curve to the left of 100.00 feet radius 142.49 feet to a point of tangent shown on said plan as station 37 + 91.35; thence extends south 1°-05'-08" west 230.00 feet to a point at the end of said auxiliary base line "M" shown on said plan as station 40 + 21.35, said point being identical with station 40 + 21.35 of the hereinbefore described auxiliary base line "H" of the said express toll highway.

An auxiliary base line "N" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station 34 + 25.24, said point bearing south 7°-16'-15" east and 24.00 feet distant from station 32 + 95.87, said station marking the beginning of auxiliary base line "M" of the express toll highway taking hereinbefore described. The said point of beginning of said auxiliary base line "N" also bearing south 7°-16'-15" east and 12.00 feet distant from station 32 + 95.87 as shown on said plan, said station being the end of auxiliary base line "P" of the express toll highway hereinbefore described. From said point of beginning the said auxiliary base line "N" extends westerly by a curve to the left of 988.00 feet radius 100.06 feet to a point of curve shown on said plan as station 35 + 25.30; thence extends by a curve to the left of 500.00 feet radius 227.34 feet to a point as shown on said plan as station 37 + 52.64; thence extends by a curve to the left of 300.00 feet radius 148.71 feet to a point shown on said plan as station 39 + 01.35; thence extends by a curve to the left of 500.00 feet radius 120.00 feet to a point at the end of said auxiliary base line "N" shown on said plan as station 40 + 21.35, said point being identical with station 40 + 21.35 of the hereinbefore described auxiliary base line "J" of the said express toll highway.

The northerly location line of the express toll highway taking begins at a point on the southerly side of Cote Avenue, so-called, in the City of Chicopee and about 777.00 feet westerly from the westerly side of Granby Road, so-called, in the said City of Chicopee, said point bearing north 25°-49'-07" west and 118.74 feet distant from station 102 + 70.40 of the main base line of the express toll highway hereinbefore described and as shown on a plan hereinafter referred to; thence extends north 58°-17'-15" east 119.71 feet to a point bearing north 24°-42'-21" west and 132.18 feet distant from station 103 + 86.93 of the said main base line; thence extends north 7°-01'-06" west 120.00 feet to a point bearing north 24°-22'-17" west and 246.62 feet distant from station 104 + 21.96 of the said main base line; thence extends north 82°-58'-54" east 431.30 feet to a point bearing north 20°-31'-19" west and 131.81 feet distant from station 108 + 25.07 of the said main base line; thence extends north 68°-06'-28" east 327.00 feet to a point bearing north 17°-28'-27" west and 148.33 feet distant from station 111 + 44.23 of the said main base line; thence extends north 34°-51'-09" east 105.95 feet to a point bearing north 17°-20'-23" west and 213.26 feet distant from station 112 + 27.60 of the said main base line; thence extends south 55°-08'-51" east 110.00 feet to a point on the westerly side of Granby Road, so-called, bearing north 17°-20'-23" west and 126.35 feet distant from station 112 + 95.03; thence extends north 72°-39'-37" east 81.56 feet, crossing said Granby Road to a point on the easterly side thereof

to a point bearing north $17^{\circ}-20'-23''$ west and 126.35 feet from station 113 + 76.60 of the said main base line; thence extends along the easterly side of the said Granby Road north $34^{\circ}-51'-09''$ east 38.58 feet to a point bearing north $17^{\circ}-20'-23''$ west and 150.00 feet distant from station 114 + 07.08 of the said main base line; thence, leaving said Granby Road, extends north $72^{\circ}-39'-37''$ east 372.06 feet to a point bearing north $17^{\circ}-20'-23''$ west and 150.00 feet distant from station 117 + 79.14 of the said main base line; thence extends by a curve to the right of 7150.00 feet radius 1157.44 feet to a point of tangent bearing north $8^{\circ}-03'-53''$ west and 150.00 feet distant from station 129 + 12.30 of the said main base line; thence extends north $81^{\circ}-56'-07''$ east 1310.96 feet to a point bearing north $1^{\circ}-52'-57''$ east and 269.19 feet distant from station 141 + 81.66 of the said main base line; thence extends by a curve to the left of 325.00 feet radius 436.95 feet to a point bearing north $85^{\circ}-05'-46''$ west and 75.00 feet distant from station 44 + 21.46 of the auxiliary base line "G" of the express toll highway taking hereinbefore described and as shown on a plan hereinafter referred to; thence extends north $4^{\circ}-54'-14''$ east 372.60 feet to a point of curve bearing north $88^{\circ}-18'-30''$ west and 64.56 feet distant from station 40 + 45.19 of the auxiliary base line "H" of the express toll highway hereinbefore described and as shown on a plan hereinafter referred to; thence extends by a curve to the left of 300.00 feet radius 536.20 feet to a point of tangent bearing south $8^{\circ}-07'-04''$ east and 52.75 feet distant from station 32 + 31.55 of the auxiliary base line "K" of the express toll highway hereinbefore described and as shown on a plan hereinafter referred to; thence extends south $82^{\circ}-29'-51''$ west 1134.97 feet to a point of curve bearing south $8^{\circ}-07'-04''$ east and 40.57 feet distant from station 20 + 96.65 of the said auxiliary base line "K"; thence extends by a curve to the left of 50.00 feet radius 79.08 feet to a point bearing north $81^{\circ}-52'-56''$ east and 31.00 feet distant from station 88 + 43.62 of the auxiliary base line "L" of the express toll highway hereinbefore described and as shown on a plan hereinafter referred to; thence, extends south $81^{\circ}-52'-56''$ west 6.00 feet to a point on the easterly location line of Montgomery Street bearing north $81^{\circ}-52'-56''$ east and 25.00 feet distant from said station 88 + 43.62 of the said auxiliary base line "L"; thence following the easterly location line of Montgomery Street north $8^{\circ}-07'-04''$ west 210.56 feet to a point bearing north $81^{\circ}-52'-56''$ east and 25.00 feet distant from station 86 + 33.06 of the said auxiliary base line "L"; thence leaving said easterly location line of Montgomery Street, extends south $50^{\circ}-46'-19''$ east 88.38 feet to a point bearing north $8^{\circ}-07'-04''$ west and 55.00 feet distant from station 21 + 00.00 of the said auxiliary base line "K"; thence extends north $81^{\circ}-52'-56''$ east 250.00 feet to a point bearing north $8^{\circ}-07'-04''$ west and 55.00 feet distant from station 23 + 50.00 of the said auxiliary base line "K"; thence extends south $8^{\circ}-07'-04''$ east 15.00 feet to a point bearing north $8^{\circ}-07'-04''$ west and 40.00 feet distant from said station 23 + 50; thence extends north $81^{\circ}-52'-56''$ east 150.00 feet to a point bearing north $8^{\circ}-07'-04''$ west and 40.00 feet distant from station 25 + 00.00 of the said auxiliary base line "K"; thence extends north $8^{\circ}-07'-04''$ west 15.00 feet to a point

bearing north $8^{\circ}-07'-04''$ west and 55.00 feet distant from said station 25 + 00.00; thence extends north $81^{\circ}-52'-56''$ east 896.09 feet to a point of curve bearing north $8^{\circ}-07'-04''$ west and 43.00 feet distant from station 33 + 96.09 of the auxiliary base line "J" of the express toll highway taking hereinbefore described and as shown on a plan hereinafter referred to; thence extends by a curve to the right of 443.00 feet radius 323.09 feet to a point bearing north $21^{\circ}-13'-22''$ west and 42.81 feet distant from station 36 + 73.21 of the auxiliary base line "M" of the express toll highway taking hereinbefore described and as shown on a plan hereinafter referred to; thence extends north $82^{\circ}-59'-21''$ east 1041.43 feet to a point bearing north $83^{\circ}-55'-36''$ west and 80.00 feet distant from station 58 + 48.22 of the auxiliary base line "Q" of the express toll highway taking hereinbefore described and as shown on a plan hereinafter referred to, said point also being on the westerly location line of the 1946 state highway layout (Route 33); thence extends southerly along said westerly location line of the 1946 state highway layout (Route 33) by a curve to the right of 3398.95 feet radius 389.06 feet to a point bearing north $77^{\circ}-22'-06''$ west and 80.00 feet distant from station 54 + 50.00 of the said auxiliary base line "Q"; thence leaving said westerly location line, extends north $50^{\circ}-01'-41''$ west 233.43 feet to a point bearing south $9^{\circ}-24'-57''$ west and 72.00 feet distant from station 28 + 81.63 of the auxiliary base line "P" of the express toll highway taking hereinbefore described and as shown on a plan hereinafter referred to; thence extends north $80^{\circ}-35'-03''$ west 123.00 feet to a point of curve bearing south $9^{\circ}-24'-57''$ west and 72.00 feet distant from station 30 + 04.63 of the said auxiliary base line "P"; thence extends by a curve to the left of 928.00 feet radius 364.26 feet to a point of curve bearing south $13^{\circ}-04'-25''$ east and 60.00 feet distant from station 35 + 25.30 of the auxiliary base line "N" of the express toll highway taking hereinbefore described and as shown on a plan hereinafter referred to; thence extends by another curve to the left of 440.00 feet radius 200.00 feet to a point bearing south $39^{\circ}-07'-02''$ east and 60.00 feet distant from station 37 + 52.64 of the said auxiliary base line "N"; thence extends south $10^{\circ}-32'-24''$ west 561.56 feet to a point of curve bearing south $85^{\circ}-05'-46''$ east and 98.31 feet distant from station 43 + 80.64 of the hereinbefore mentioned auxiliary base line "G" of the express toll highway taking; thence extends by a curve to the left of 415.70 feet radius 681.09 feet to a point of tangent bearing north $6^{\circ}-40'-00''$ east and 175.00 feet distant from station 149 + 90.70 of the hereinbefore mentioned main base line of the express toll highway taking; thence extends south $83^{\circ}-20'-00''$ east 1759.98 feet to a point of curve bearing north $6^{\circ}-40'-00''$ east and 175.00 feet distant from station 167. + 50.68 of the said main base line; thence extends by a curve to the right of 6175.00 feet radius 719.72 feet to a point bearing north $13^{\circ}-20'-41''$ east and 175.00 feet distant from station 174 + 50.00 of the said main base line; thence extends north $13^{\circ}-20'-41''$ east 50.00 feet to a point bearing north $13^{\circ}-20'-41''$ east and 225.00 feet distant from said station 174 + 50; thence extends easterly by a curve to the right of 6225.00 feet radius 1581.12 feet to a point of tangent bearing

north $27^{\circ}-53'-51''$ east and 225.00 feet distant from station $189 + 73.97$ of the said main base line; thence extends south $62^{\circ}-06'-09''$ east 226.03 feet to a point bearing north $27^{\circ}-53'-51''$ east and 225.00 feet distant from station $192 + 00.00$ of the said main base line; thence extends south $27^{\circ}-53'-51''$ west 25.00 feet to a point bearing north $27^{\circ}-53'-51''$ east and 200.00 feet distant from said station $192 + 00.00$; thence extends south $62^{\circ}-06'-09''$ east 2469.86 feet to a point of curve bearing north $27^{\circ}-53'-51''$ east and 200.00 feet distant from station $216 + 69.86$ of the said main base line; thence extends by a curve to the left of 5800.00 feet radius 705.80 feet to a point bearing north $20^{\circ}-55'-31''$ east and 200.00 feet distant from station $224 + 00.00$ of the said main base line, said point marking the end of the said northerly location line of the express toll highway.

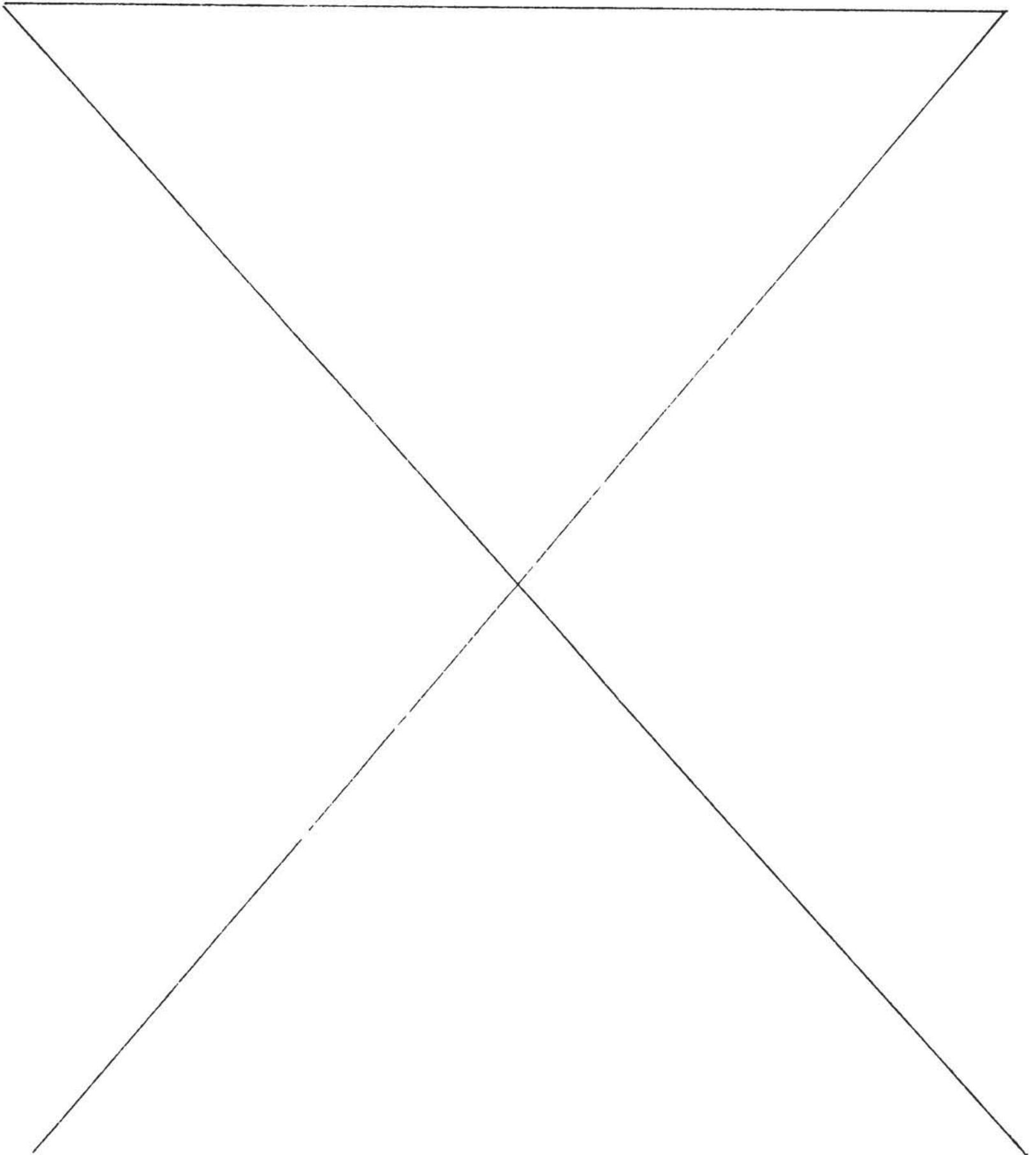
The southerly location line of the express toll highway taking begins at a point on the westerly side of Granby Road, so-called, in the City of Chicopee, and about 180.00 feet westerly from the westerly side of Grattan Street, so-called, in the said City of Chicopee, said point bearing south $19^{\circ}-32'-18''$ east and 150.00 feet distant from station $109 + 28.08$ of the hereinbefore described main base line of the express toll highway and as shown on a plan hereinafter referred to; thence extends easterly by a curve to the right of 5850.00 feet radius 164.44 feet to a point bearing south $17^{\circ}-55'-40''$ east and 150.00 feet distant from station $110 + 96.74$ of the said main base line; thence extends south $87^{\circ}-18'-55''$ east 94.13 feet to a point bearing south $17^{\circ}-20'-23''$ east and 182.54 feet distant from station $111 + 86.73$ of the said main base line, thence extends north $52^{\circ}-39'-14''$ east 105.54 feet to a point bearing south $17^{\circ}-20'-23''$ east and 146.43 feet distant from station $112 + 85.90$ of the said main base line; thence extends north $83^{\circ}-00'-14''$ east 82.15 feet to a point bearing south $17^{\circ}-20'-23''$ east and 161.18 feet distant from station $113 + 66.72$ of the said main base line; thence extends north $53^{\circ}-06'-11''$ east 68.55 feet to a point bearing south $17^{\circ}-20'-23''$ east and 138.24 feet distant from station $114 + 31.31$ of the said main base line; thence extends north $82^{\circ}-43'-44''$ east 353.27 feet to a point bearing south $17^{\circ}-20'-23''$ east and 200.00 feet distant from station $117 + 79.14$ of the said main base line; thence extends by a curve to the right (parallel to said base line and 200.00 feet distant therefrom) 1539.45 feet to a point bearing south $4^{\circ}-22'-07''$ east and 200.00 feet distant from station $133 + 63.86$ of the said main base line; thence extends by another curve to the right of 350.00 feet radius 357.71 feet to a point of tangent bearing south $1^{\circ}-47'-27''$ east and 360.71 feet distant from station $136 + 78.80$ of the said main base line; thence extends south $35^{\circ}-48'-42''$ east 296.38 feet to a point of curve bearing south $0^{\circ}-18'-19''$ east and 604.20 feet distant from station $138 + 60.30$ of the said main base line; thence extends by a curve to the left of 450.00 feet radius 507.27 feet to a point of curve bearing south $3^{\circ}-47'-34''$ west and 769.96 feet distant from station $143 + 60.94$ of the said main base line; thence extends by another curve to the left of 300.00 feet radius 391.11 feet to a point of tangent bearing south $5^{\circ}-46'-58''$ west and 481.00 feet distant from station $146 + 04.09$ of the

said main base line; thence extends north $4^{\circ}-54'-14''$ east 243.27 feet to a point bearing south $5^{\circ}-45'-04''$ west and 237.75 feet distant from station 146 + 00.22 of the said main base line; thence extends north $82^{\circ}-10'-00''$ east 254.06 feet to a point bearing south $6^{\circ}-40'-00''$ west and 175.00 feet distant from station 148 + 50.00 of the said main base line; thence extends south $83^{\circ}-20'-00''$ east 1150.00 feet to a point bearing south $6^{\circ}-40'-00''$ west and 175.00 feet distant from station 160 + 00.00 of the said main base line; thence extends north $6^{\circ}-40'-00''$ east 25.00 feet to a point bearing south $6^{\circ}-40'-00''$ west and 150.00 feet distant from said station 160 + 00.00; thence extends south $83^{\circ}-20'-00''$ east 500.00 feet to a point bearing south $6^{\circ}-40'-00''$ west and 150.00 feet distant from station 165 + 00.00 of the said main base line; thence extends south $64^{\circ}-53'-54''$ east 158.11 feet to a point bearing south $6^{\circ}-40'-00''$ west and 200.00 feet distant from station 166 + 50.00 of the said main base line; thence extends south $83^{\circ}-20'-00''$ east 100.68 feet to a point of curve bearing south $6^{\circ}-40'-00''$ west and 200.00 feet distant from station 167 + 50.68 of the said main base line; thence extends by a curve to the right of 5800.00 feet radius 1691.01 feet to a point bearing south $23^{\circ}-22'-17''$ west and 200.00 feet distant from station 185 + 00.00 of the said main base line; thence extends south $23^{\circ}-22'-17''$ west 50.00 feet to a point bearing south $23^{\circ}-22'-17''$ west and 250.00 feet distant from said station 185 + 00.00; thence extends southeasterly by a curve to the right of 5750.00 feet radius 454.22 feet to a point of tangent bearing south $27^{\circ}-53'-51''$ west and 250.00 feet distant from station 189 + 73.97 of the said main base line; thence extends south $62^{\circ}-06'-09''$ east 226.03 feet to a point bearing south $27^{\circ}-53'-51''$ west and 250.00 feet distant from station 192 + 00.00 of the said main base line; thence extends north $27^{\circ}-53'-51''$ east 50.00 feet to a point bearing south $27^{\circ}-53'-51''$ west and 200.00 feet distant from said station 192 + 00.00; thence extends south $62^{\circ}-06'-09''$ east 2469.86 feet to a point of curve bearing south $27^{\circ}-53'-51''$ west and 200.00 feet distant from station 216 + 69.86 of the said main base line; thence extends by a curve to the left of 6200.00 feet radius 754.48 feet to a point bearing south $20^{\circ}-55'-31''$ west and 200.00 feet distant from station 224 + 00.00 of the said main base line, said point being the end of the said southerly location line of the express toll highway taking.

The westerly end of the express toll highway taking is defined by a line extending from the beginning of the hereinbefore described northerly location line north $82^{\circ}-58'-54''$ east 776.58 feet to a point bearing south $18^{\circ}-40'-42''$ east and 85.68 feet distant from station 110 + 18.13; thence extending south $34^{\circ}-48'-52''$ west 109.22 feet to the beginning of the hereinbefore described southerly location line.

The easterly end of the express toll highway taking is defined by a line bearing south $20^{\circ}-55'-31''$ west and 400.00 feet in length extending between the points of ending of the northerly and southerly location lines hereinbefore described.

The location lines of the section of express toll highway above described are further defined by bounds set thereon at angle points, points of curvature, and at the westerly and easterly ends of the taking hereinbefore described, also at intermediate points on said location lines opposite stations 125 + 00.00; 202 + 75.00 and 208 + 00 of the hereinbefore described main base line; also at intermediate points on the said northerly location line opposite stations 136 + 78.80; 160 + 00.00 and 185 + 00.00 of the said main base line; also at intermediate points on the said southerly location line opposite station 155 + 64.00 and 174 + 50.00 of the said main base line, and also at an intermediate point on the northerly location line opposite and southerly of station 26 + 00.00 of the hereinbefore described auxiliary base line "K".



Access to and egress from the hereinbefore described express toll highway taking is restricted being permitted across the location lines and taking lines hereinbefore described only at the places and for the purposes hereinafter specified and subject to tolls and regulations of the Massachusetts Turnpike Authority.

(1) Access to and egress from said express toll highway taking is allowed across the lines defining the westerly and easterly ends of said express toll highway.

(2) Access only to said express toll highway taking from Montgomery Street is allowed across the hereinbefore described northerly location line of said express toll highway between points thereon opposite and 25.00 feet distant easterly from Stations 87+45.84 and 88+43.62 of auxiliary base line "L" hereinbefore described.

(3) Egress only from said express toll highway taking to Montgomery Street is allowed across said northerly location line between points thereon opposite and 25.00 feet distant easterly from Stations 86+33.06 and 87+45.84 of said auxiliary base line "L".

(4) Access only to said express toll highway taking from Route 33 is allowed across the hereinbefore described northerly location line of said express toll highway between points thereon opposite and 80.00 feet distant westerly from Stations 56+45.26 and 58+48.22 of auxiliary base line "Q" hereinbefore described.

(5) Egress only from said express toll highway taking to Route 33 is allowed across said northerly location line between points thereon opposite and 80.00 feet distant westerly from Station 54+50.00 and 56+45.26 of said auxiliary base line "Q".

In connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore described, it is necessary to widen the location and adjust the alignment and grade of two sections of Sheridan Street, so-called, so as to accommodate the same to the design of a grade separation at the intersection of said street with the express toll highway.

The first section of the foregoing is located northerly of and abutting the northerly location line of the express toll highway and the second section is located southerly of and abutting the southerly location line of said express toll highway.

The taking line for said first section begins at a point on the hereinbefore described northerly location line of the express toll highway bearing north $83^{\circ}-20'-00''$ west and 63.80 feet distant from Station 21+86.09 of auxiliary base line "S" hereinbefore described, and extends thence, leaving said northerly location line, north $26^{\circ}-33'-00''$ east 235.61 feet to a point bearing north $63^{\circ}-27'-00''$ west and 60.00 feet distant from Station 24+00 of said auxiliary base line "S", thence north $61^{\circ}-32'-31''$ east 61.03 feet to a point bearing north $63^{\circ}-27'-00''$ west and 25.00 feet distant from Station 24+50.00 of said auxiliary base line "S", thence (crossing Sheridan Street), south $63^{\circ}-27'-00''$ east 50.00 feet to a point bearing south $63^{\circ}-27'-00''$ east and 25.00 feet distant from said Station 24+50.00, thence south $26^{\circ}-33'-00''$ west 254.86 feet to a point again on the northerly location line of said express toll highway, bearing south $83^{\circ}-20'-00''$ east and 26.59 feet distant from the aforesaid Station 21+86.09, thence, following said northerly location line, north $83^{\circ}-20'-00''$ west 90.39 feet to the point of beginning above described.

The taking line for said second section begins at a point on the hereinbefore described southerly location line of the express toll highway bearing south $6^{\circ}-40'-00''$ west and 200.00 feet distant from Station 166 + 50.00 of the main base line hereinbefore described, and extends thence, leaving said southerly location line, south $46^{\circ}-25'-57''$ west 106.70 feet to a point bearing south $63^{\circ}-27'-00''$ east and 55.00 feet distant from Station 17 + 20.00 of said auxiliary base line "S"; thence south $35^{\circ}-55'-05''$ west 116.97 feet to a point bearing south $63^{\circ}-27'-00''$ east and 40.00 feet distant from Station 16 + 04.00 of said auxiliary base line "S", thence north $63^{\circ}-27'-00''$ west 15.00 feet to a point bearing south $63^{\circ}-27'-00''$ east and 25.00 feet distant from said Station 16 + 04.00, thence south $26^{\circ}-33'-00''$ west 4.00 feet to a point bearing south $63^{\circ}-27'-00''$ east and 25.00 feet distant from Station 16 + 00.00 of said auxiliary base line "S", thence, (crossing Sheridan Street), north $63^{\circ}-27'-00''$ west 85.00 feet to a point bearing north $63^{\circ}-27'-00''$ west and 60.00 feet distant from said Station 16 + 00.00, thence north $24^{\circ}-45'-21''$ east 216.45 feet to a point again on the southerly location line of said express toll highway bearing south $6^{\circ}-40'-00''$ west and 150.00 feet distant from Station 165 + 00.00 of the aforesaid main base line, thence following said southerly location line south $64^{\circ}-53'-54''$ east 158.11 feet to the point of beginning above described.

The above described taking lines of sections No. 1 and No. 2 are further defined by bounds set thereon at all angle points.

In connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore described, it is necessary to widen the location and adjust the alignment and grade of that portion of Montgomery Street which adjoins the express toll highway taking at the

ramp connecting said street with the aforesaid traffic interchange.

Said widening comprises two sections, the first section being on the westerly side and the second section being on the easterly side of said street.

The taking line for the first section begins at a point on the westerly location line of the 1933 County Layout on Montgomery Street, bearing south $81^{\circ}-52'-56''$ west and 25.00 feet distant from station $89 + 25.00$ of auxiliary base line "L" hereinbefore described, and extends thence, leaving said westerly location line, north $13^{\circ}-49'-42''$ west 100.50 feet to a point bearing south $81^{\circ}-52'-56''$ west and 35.00 feet distant from station $88 + 25.00$ of said auxiliary base line "L", thence north $8^{\circ}-07'-04''$ west and 150.00 feet to a point bearing south $81^{\circ}-52'-56''$ west and 35.00 feet distant from station $86 + 75.00$ of said auxiliary base line "L", thence north $2^{\circ}-24'-26''$ west 100.50 feet to a point again on said westerly location line, bearing south $81^{\circ}-52'-56''$ west and 25.00 feet distant from station $85 + 75.00$ of said auxiliary base line "L", thence following said westerly location line south $8^{\circ}-07'-04''$ east 350.00 feet to the point of beginning above described.

The taking line for the second section begins at a point on the easterly location line of the aforesaid 1933 County Layout bearing north $81^{\circ}-52'-56''$ east and 25.00 feet distant from station $91 + 34.00$ of said auxiliary base line "L", and extends thence by said easterly location line, north $8^{\circ}-07'-04''$ west 290.38 feet to a point on the hereinbefore described northerly location line of the express toll highway bearing north $81^{\circ}-52'-56''$ east and 25.00 feet distant from station $88 + 43.62$ of said auxiliary base line "L", thence leaving said easterly location line and following said northerly location line of the express toll highway, north $81^{\circ}-52'-56''$ east 6.00 feet to a point bearing north $81^{\circ}-52'-56''$ east and 31.00 feet distant

from said station 88 + 43.62, thence leaving said northerly location line and extending south $8^{\circ}-07'-04''$ east 290.38 feet to a point bearing north $81^{\circ}-52'-56''$ east and 31.00 feet distant from the aforesaid station 91 + 34.00; thence south $81^{\circ}-52'-56''$ west, 6.00 feet to the point of beginning above described. The above described taking lines of sections No. 1 and No. 2 are further defined by bounds set thereon at all angle points.

In connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore described, it is necessary to construct drainage structures and/or ditches and/or to drain water on certain parcels of land located outside the express toll highway taking hereinbefore described and designated on the plan hereinafter referred to as Parcels DE-104, DE-105, DE-106, DE-107, DE-108, DE-109, DE-110, DE-111, DE-112, DE-113, DE-114, DE-115 and DE-116. To accomplish the foregoing, permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in said parcels of land; the right being taken to enter on said land at any time to construct thereon, and maintain and operate drainage structures and/or ditches, also to drain water on said land and to straighten and clean any water courses located thereon.

The aforesaid parcels of land within the boundaries of which said easements are confined are described as follows:-

PARCEL DE-104. A parcel of land supposed to be owned by Nellie M. O'Brien located on the easterly side of Montgomery Street and bounded as follows:

Beginning at a point on the easterly location line of Montgomery Street bearing south $75^{\circ}-00'-00''$ east and 28.86 feet distant from station 102 + 00.00 of auxiliary base line "L" hereinbefore described and

extending thence, leaving said location line, south 75°-00'-00" east 110.00 feet, thence south 15°-00'-00" west about 22 feet to the dividing line between the property of Antonina and Josephine Sypek and that of said O'Brien, thence following said dividing line westerly about 86 feet to its junction with the aforesaid easterly location line of Montgomery Street, said junction bearing south 75°-00'-00" east and being 29.26 feet distant from station 102 + 58.01 of the aforesaid auxiliary base line "L", thence following said easterly location line northerly by a curve to the right of 2507.70 feet radius 58.21 feet to the point of beginning above described. Said parcel contains about 3650 square feet.

PARCEL DE-105. A parcel of land supposed to be owned by Antonina and Josephine Sypek, located on the easterly side of Montgomery Street and bounded as follows: Beginning at a point on the easterly location line of Montgomery Street at its junction with the dividing line between the property of Nellie O'Brien and that of said Sypek, said point bearing south 75°-00'-00" east and being 29.26 feet distant from station 102 + 58.01 of auxiliary base line "L" hereinbefore described, and extending thence, leaving said location line, south 75°-00'-00" east 80.20 feet, thence north 15°-00'-00" east about 28 feet to the aforesaid dividing line, thence westerly by said dividing line, about 86 feet to the point of beginning above described. Said parcel contains about 1120 square feet.

PARCEL DE-106. A parcel of land supposed to be owned by Oak Pond Farms, Inc. located on the southerly side of the express toll highway traffic interchange ramp leading to Montgomery Street and bounded as follows:

Beginning at a point on the hereinbefore described northerly location line of said express toll highway bearing south 8°-07'-04" east and 45.97 feet distant from station 26 + 00.00 of auxiliary base line "K" hereinbefore

described, and extending thence by said location line north $82^{\circ}-29'-51''$ east 75.00 feet, thence leaving said location line and extending south $8^{\circ}-07'-04''$ east 249.20 feet, thence south $81^{\circ}-52'-56''$ west 75.00 feet, and thence north $8^{\circ}-07'-04''$ west 250.00 feet to the point of beginning above described. Said parcel contains about 0.43 of an acre.

PARCEL DE-107. A parcel of land supposed to be owned by Raymond and Sheila Peret located on the easterly side of Route 33, so-called, and bounded as follows:

Beginning at a point on the easterly location line of Route 33, bearing south $76^{\circ}-22'-49''$ east and 80.00 feet distant from station $53 + 90.00$ of auxiliary base line "Q" hereinbefore described, and extending thence, leaving said location line, south $76^{\circ}-22'-49''$ east 150.00 feet, thence northerly, parallel to the aforesaid easterly location line, and 150.00 feet distant therefrom, 53.31 feet, thence north $77^{\circ}-12'-13''$ west about 121 feet to the dividing line between the property of Stanley and Helena Kulig and that of said Peret, thence following said dividing line westerly about 31 feet to its junction with the aforesaid easterly location line of Route 33, thence southerly along said location line by a curve to the right of 3558.95 feet radius, about 41 feet to the point of beginning above described. Said parcel contains about 0.18 of an acre.

PARCEL DE-108. A parcel of land supposed to be owned by Stanley and Helena Kulig, located on the easterly side of Route 33, so-called, and bounded as follows: Beginning at a point on the easterly location line of Route 33, bearing south $77^{\circ}-12'-13''$ east and 80.00 feet distant from station $54 + 40.00$ of auxiliary base line "Q" hereinbefore described, and extending thence, leaving said location line, south $77^{\circ}-12'-13''$ east about 29 feet to the dividing line between the property of Raymond and Sheila Peret and that of

said Kulig, thence westerly by said dividing line about 31 feet to its junction with the aforesaid easterly location line of Route 33, thence northerly along said location line by a curve to the left of 3558.95 feet radius, about 10 feet to the point of beginning above described. Said parcel contains about 145 square feet.

PARCEL DE-109. A parcel of land supposed to be owned by Kazmier and Anna Nietupski, located on the northerly side of the hereinbefore described express toll highway taking and bounded as follows: Beginning at a point on the hereinbefore described northerly location line of said express toll highway, bearing north $51^{\circ}-40'-00''$ east and 247.49 feet distant from station 152 + 96.29 of the main base line hereinbefore described and extending thence, leaving said location line, north $51^{\circ}-40'-00''$ east 210.00 feet, thence south $38^{\circ}-20'-00''$ east 50.00 feet, thence south $51^{\circ}-40'-00''$ west 160.00 feet to a point again on said northerly location line of the express toll highway, thence following said northerly location line north $83^{\circ}-20'-00''$ west 70.71 feet to the point of beginning above described. Said parcel contains about 0.21 of an acre.

PARCEL DE-110. A parcel of land supposed to be owned by Stanley and Antonia Pajak, located on the northerly side of the express toll highway taking hereinbefore described and bounded as follows:

Beginning at a point on the hereinbefore described northerly location line of said express toll highway, bearing north $12^{\circ}-00'-28''$ east and 175.00 feet distant from station 173 + 10.00 of the aforesaid main base line, and extending thence, leaving said location line, north $12^{\circ}-00'-28''$ east about 27 feet to the dividing line between the property of Peter and Amelia Walczyk and that of said Pajak, thence easterly by said dividing

line about 31 feet to the dividing line between the property of HOWARD F. and FLORENCE A. SLATE and that of said PAJAK, thence southerly by said last mentioned dividing line about 22 feet to the aforesaid northerly location line of the express toll highway, thence westerly along said northerly location line by a curve to the left of 6175.00 feet radius about 37 feet to the point of beginning above described. Said parcel contains about 810 square feet.

PARCEL NO. DE-111 A parcel of land supposed to be owned by PETER and AMELIA WALCZYK, located about 40 feet northerly of the northerly side of the express toll highway taking hereinbefore described and bounded as follows:- Beginning at a point bearing north $12^{\circ}-00'-28''$ east and 225.00 feet distant from station 173 + 10.00 of the aforesaid main base line, and extending thence easterly by a line parallel to and 50.00 feet distant northerly from the hereinbefore described northerly location line of said express toll highway, about 20 feet, to the dividing line between the property of Howard F. and Florence A. Slate and that of said WALCZYK, thence southerly by said dividing line about 32 feet to the dividing line between the property of Stanley and Amelia PAJAK and that of said WALCZYK, thence westerly by said last mentioned dividing line about 31 feet to a point bearing north $12^{\circ}-00'-28''$ east and about 152 feet distant from the aforesaid station 173 + 10.00, thence north $12^{\circ}-00'-28''$ east about 23 feet to the point of beginning above described. Said parcel contains about 615 square feet

PARCEL NO. DE-112 A parcel of land supposed to be owned by Howard F. and Florence A. Slate located on the northerly side of the express toll highway

highway hereinbefore described and bounded as follows:-

Beginning at a point on the northerly location line of said express toll highway bearing north $12^{\circ}-29'-07''$ east and 175.00 feet distant from station 173 + 60.00 of the hereinbefore described main base line, and extending thence westerly along said location line by a curve to the left of 6175.00 feet radius about 14 feet to the dividing line between the property of Stanley and Antonia Pajak, and that of said Slate, thence northerly by said dividing line and by the dividing line between the property of Peter and Amelia Walczyk and that of said Slate, a total distance of about 54 feet, thence easterly along a line parallel to said northerly location line and 50.00 feet distant northerly therefrom about 32 feet to a point bearing north $12^{\circ}-29'-07''$ east and 225.00 feet distant from said station 173 + 60.00 thence south $12^{\circ}-29'-07''$ west 50.00 feet to the point of beginning above described. Said parcel contains about 1150 square feet.

PARCEL DE-113 A parcel of land supposed to be owned by Anna SMAGACZ, located on the southerly side of the express toll highway taking hereinbefore described and bounded as follows:-

Beginning at a point on the hereinbefore described southerly location line of said express toll highway, bearing south $43^{\circ}-53'-51''$ west and 208.06 feet distant from station 198 + 75.00 of the aforesaid main base line and extending thence by said southerly location line, south $62^{\circ}-06'-09''$ east 104.03 feet thence leaving said location line and extending south $43^{\circ}-53'-51''$ west about 14 feet to the dividing line between the property of Michael and Apolonia GWOZDZ and that of said SMAGACZ, thence following said dividing line

line westerly about 135 feet to a point bearing south $43^{\circ}-53'-51''$ west and about 283 feet distant from the aforesaid station 198 + 75.00, thence extending north $43^{\circ}-53'-51''$ east about 75 feet to the point of beginning above described. Said parcel contains about 0.10 of an acre.

PARCEL DE-114 A parcel of land supposed to be owned by MICHAEL and APOLONIA GWOZDZ, said parcel is 100 feet in width, being located south-westerly of and adjoining parcel NO DE-113 above described and being bounded as follows:

Beginning at a point bearing south $43^{\circ}-53'-51''$ west and 908.06 feet distant from station 198 + 75.00 of the hereinbefore described main base line and extending thence north $43^{\circ}-53'-51''$ east about 625 feet to the dividing line between the property of Anna Smagzcz and that of said Gwozdz, thence extending easterly by said dividing line about 135 feet to a point bearing south $43^{\circ}-53'-51''$ west and about 222 feet distant from station 199 + 79.03 of said main base line, thence south $43^{\circ}-53'-51''$ west about 715 feet to a point bearing south $43^{\circ}-53'-51''$ west and 936.73 feet distant from said station 199 + 79.03, thence north $46^{\circ}-06'-09''$ west 100.00 feet to the point of beginning above described; said parcel contains about 1.54 acres.

PARCEL DE-115 A parcel of land supposed to be owned by KAZMIERZ F and ANNA MACHOWSKI, located on the northerly side of the hereinbefore described express toll highway taking and bounded as follows:-

Beginning at a point on the hereinbefore described northerly location line of said express toll highway, bearing north $27^{\circ}-53'-51''$ east and 200.00 feet distant from station 202 + 75.00 of the aforesaid main base

line, and extending thence, leaving said location line, north $27^{\circ}-53'-51''$ east about 15 feet to the dividing line between the property of Joseph T. Murphy and that of said Machowski, thence, extending easterly by said dividing line about 113 feet to a point bearing north $27^{\circ}-53'-51''$ east and about 268 feet distant from station $203 + 75.00$ of said main base line, thence south $27^{\circ}-53'-51''$ west about 68 feet to the aforesaid northerly location line of the express toll highway, thence north $62^{\circ}-06'-09''$ west by said northerly location line 100.00 feet to the point of beginning above described, said parcel contains about 4150 square feet.

PARCEL DE-116 A parcel of land supposed to be owned by Joseph T. Murphy, located about 70 feet northeasterly of the aforesaid northerly location line of the express toll highway taking hereinbefore described and bounded as follows:-

Beginning at a point bearing north $27^{\circ}-53'-51''$ east and 300.00 feet distant from station $202 + 75.00$ of the aforesaid main base line and extending thence south $62^{\circ}-06'-09''$ east 100.00 feet, thence south $27^{\circ}-53'-51''$ west about 32 feet, to the dividing line between the property of Kazmierz and Anna Machowski and that of said Murphy, thence extending westerly by said dividing line about 113 feet to a point bearing north $27^{\circ}-53'-51''$ east and about 215 feet distant from the aforesaid station $202 + 75.00$, thence north $27^{\circ}-53'-51''$ east about 85 feet to the point of beginning above described said parcel contains about 0.13 of an acre.

In connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore described, it is necessary to remove and/or demolish certain structures located partly inside and partly outside the express toll highway taking hereinbefore described. For this purpose easements are hereby taken, in behalf of the Massachusetts Turnpike

Authority in the parcels of land located outside the limits of said express toll highway taking, designated on the plan hereinafter referred to as Parcels RT-104, RT-105 and RT-106.

Said easements consist of the right to enter on said land at any time during the effective period of the easement therein to remove and/or demolish structures located on said land. Said easements are of a temporary nature and are to remain in effect only until such time as, in the opinion of the Massachusetts Turnpike Authority, the purpose for which they are taken shall have been consummated.

The aforesaid parcels of land, within the boundaries of which said easements are confined, are described as follows:

PARCEL RT-104 A parcel of land supposed to be owned by Victor N. and LEA E. LARIVIERE, located on the southerly side of the express toll highway taking hereinbefore described and bounded as follows:-

Beginning at a point on the hereinbefore described southerly location line of said express toll highway bearing south 70°-08'-32" east and 200.00 feet distant from station 130 + 25.00 of the aforesaid main base line and extending thence by said southerly location line, easterly by a curve to the right of 6800.00 feet radius, 72.86 feet, thence leaving said location line and extending south 60°-31'-42" east 35.00 feet, thence westerly, paralled to said southerly location line and 35.00 feet distant southerly therefrom, 72.48 feet and thence north 70°-08'-32" west 35.00 feet to the point of beginning above described. Said parcel contains about 2550 square feet.

PARCEL RT-105. A parcel of land supposed to be owned by Kazmier and Anna Nietupski, located on the northerly side of the express toll highway taking hereinbefore described and bounded as follows:

Beginning at a point on the hereinbefore described northerly location line of said express toll highway, bearing north $6^{\circ}-40'-00''$ east and 175.00 feet distant from station 155 + 75.00 of the aforesaid main base line, and extending thence, by said northerly location line, north $83^{\circ}-20'-00''$ west 55.71 feet, thence, leaving said location line and extending north $27^{\circ}-42'-15''$ east 20.00 feet, thence south $62^{\circ}-17'-45''$ east, 52.00 feet to the point of beginning above described. Said parcel contains about 520 square feet.

PARCEL RT-106. A parcel of land supposed to be owned by Raymond and Sheila Peret, located on the southerly side of the hereinbefore described express toll highway taking and bounded as follows:

Beginning at a point on the hereinbefore described southerly location line of said express toll highway bearing south $6^{\circ}-40'-00''$ west and 150.00 feet distant from station 163 + 35.00 of the aforesaid main base line, and extending thence by said southerly location line, south $83^{\circ}-20'-00''$ east 65.00 feet, thence leaving said location line and extending south $6^{\circ}-40'-00''$ west 35.00 feet, thence north $83^{\circ}-20'-00''$ west 65.00 feet, and thence north $6^{\circ}-40'-00''$ east 35.00 feet to the point of beginning above described. Said parcel contains 2275 square feet.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in certain parcels of land included within the limits of the express toll highway taking hereinbefore described and designated on the plan hereinafter referred to as Parcels E-117, E-118, E-119 and E-120, said parcels being located on Cote Avenue, Granby Road, Grattan Street

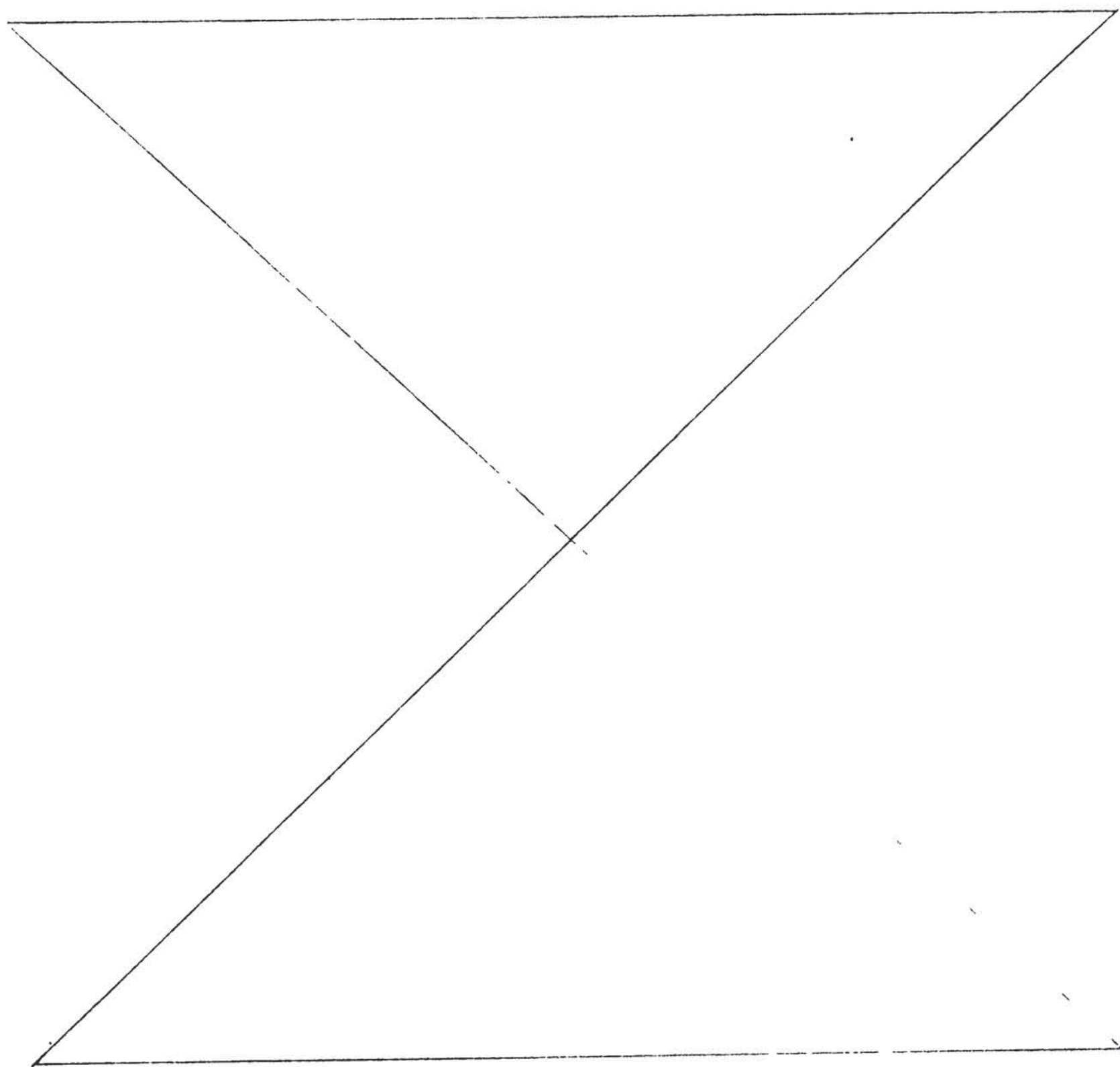
and Granby Road respectively. Said easements consist of the right to enter on said land at any time, to construct thereon and/or thereover, and maintain, repair and operate an express toll highway. However the right of the public to use the aforesaid streets, as existing prior to the date of this instrument, is retained until such time as the Massachusetts Turnpike Authority may adjudicate conditions warrant said right can no longer be exercised.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in two parcels of land included within the limits of the express toll highway taking hereinbefore described and designated on the plan hereinafter referred to as Parcels E-130 and E-137, said easements consisting of the right to enter on said land at any time to construct thereon and maintain, repair, and operate an express toll highway.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in certain parcels of land on Montgomery Street and on Route 33 included within the limits of the express toll highway taking hereinbefore described and designated on the plan herein after referred to as Parcels E-131 and E 133 respectively, said easements consisting of the right to enter on said land at any time to construct, maintain, repair and operate an express toll highway thereon and thereover. Said land shall remain subject to any lawful use by the public, by means of underpasses extending under said express toll highway, as will not interfere with the construction, maintenance, repair, and operation of said express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority in a parcel of land on Sheridan Street included within the limits of the express toll highway taking hereinbefore described and designated on the plan hereinafter referred to as Parcel E-134, said easement consisting of the right to enter on said land at any time to construct thereon and maintain, repair and operate an express toll highway. Said land shall remain subject to any lawful use by the public, by means of an overpass and appurtenant structures, as will not interfere with the construction, maintenance, repair and operation of said express toll highway.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority, in two parcels of land located outside the limits of said express toll highway taking but within the limits of the taking lines of the Sheridan Street widening hereinbefore described, said easements being designated on the plan hereinafter referred to as Parcels E-135 and E-136. The aforesaid easements consist of the right to enter on said land at any time to alter and/or reconstruct and to adjust the grade and alignment of Sheridan Street to accomodate the same to the design of a grade separation at the intersection of said street with the aforesaid express toll highway. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of said express toll highway or with the alteration and/or reconstruction of Sheridan Street.



An easement is hereby granted the Western Massachusetts Electric Company, its successors and/or assigns, in and over a certain parcel of land within the express toll highway taking hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to enter on said land at any time to construct

thereon and thereover, and maintain, repair, replace and operate overhead wires, and necessary appurtenances therefor, for the transmission of electric power.

The parcel of land within the boundaries of which said easement is confined is 150 feet in width, being designated on the plan hereinafter referred to as Parcel EG-106, and being more fully described as follows:

Beginning at a point on the hereinbefore described southerly location line of the express toll highway bearing south $26^{\circ}-40'-57''$ east and 144.31 feet distant from station 114 + 31.31 of the aforesaid main base line and extending thence, leaving said southerly location line, north $34^{\circ}-39'-37''$ east 474.66 feet to a point on the northerly location line of said express toll highway, bearing north $0^{\circ}-59'-17''$ east and 157.83 feet distant from station 117 + 79.14 of said main base line, thence following said northerly location line, easterly by a curve to the right of 7150.00 feet radius 236.60 feet to a point bearing north $15^{\circ}-02'-46''$ west and 150.00 feet distant from station 120 + 59.37 of said main base line, thence leaving said northerly location line and extending south $34^{\circ}-39'-37''$ west 522.89 feet to a point again on the southerly location line of said express toll highway, bearing south $17^{\circ}-59'-00''$ west and 217.73 feet distant from the aforesaid station 117 + 79.14, thence following said southerly location line south $82^{\circ}-43'-44''$ west 201.63 feet to the point of beginning above described.

Easements are hereby granted the City of Chicopee and/or its duly authorized agents in and under certain parcels of land within the express toll highway taking hereinbefore described. Said easements consist

of the right, subject to the regulations of the Massachusetts Turnpike Authority, to enter on said land at any time to construct thereon and thereunder, and maintain, repair, replace and operate, one or more pipe lines and necessary appurtenances therefor for the conveyance of water. The parcels of land within the boundaries of which said easements are confined are designated on the plan hereinafter referred to as Parcels EG-107, EG-108, and EG-109, and are more fully described as follows:

Parcel EG-107. Beginning at a point on the easterly boundary line of property now or formerly of Oak Pond Farms, Inc., said point bearing north $8^{\circ}-00'-00''$ west and being 316.29 feet distant from station 146 + 29.00 of the hereinbefore described main base line of said express toll highway taking, thence extending along said boundary line north $8^{\circ}-00'-00''$ west 20.81 feet, thence leaving said boundary line and extending north $66^{\circ}-00'-00''$ east 104.03 feet to a point on the northerly location line of said express toll highway, thence following said northerly location line southeasterly by a curve to the left of 415.70 feet radius, 20.01 feet to a point bearing north $8^{\circ}-59'-54''$ east and 362.51 feet distant from said station 146 + 29.00, thence leaving said northerly location line and extending south $66^{\circ}-00'-00''$ west 110.25 feet to the point of beginning above described. Said parcel is 20.00 feet in width.

Parcel EG-108. Beginning at a point in the aforesaid easterly boundary line of property now or formerly of Oak Pond Farms, Inc., said point bearing north $8^{\circ}-00'-00''$ west and being 250.00 feet distant from the aforesaid station 146 + 29.00 of the main base line of said express toll highway taking, thence extending along said boundary line north $8^{\circ}-00'-00''$ west 37.29 feet, thence leaving said boundary line and extending south $50^{\circ}-06'-00''$ east 151.83 feet

thence north $84^{\circ}-30'-00''$ east 122.14 feet to a point on the hereinbefore described northerly location line of said express toll highway, bearing north $29^{\circ}-02'-53''$ east and 237.89 feet distant from station 147 + 12.07 of said main base line; thence, following said northerly location line, easterly by a curve to the left of 415.70 feet radius 160.40 feet to a point bearing north $14^{\circ}-13'-53''$ east and 178.00 feet distant from station 149 + 32.56 of said main base line, thence leaving said location line and extending south $8^{\circ}-17'-21''$ east, along the westerly boundary line of property now or formerly of William C. and Albert G. Keating, 115.51 feet to a point bearing north $46^{\circ}-03'-08''$ east and 83.91 feet distant from said station 149 + 32.56, thence leaving said boundary line and extending south $81^{\circ}-42'-39''$ west along the northerly boundary line of property now or formerly of Francis and Michalda Lenart, 55.11 feet to a point bearing north $6^{\circ}-40'-00''$ east and 50.63 feet distant from the aforesaid station 149 + 32.56, thence leaving said last-mentioned boundary line and extending north $35^{\circ}-02'-21''$ west 193.00 feet, thence south $84^{\circ}-30'-00''$ west 128.75 feet to a point bearing north $6^{\circ}-23'-48''$ east and 167.66 feet distant from station 146 + 79.09 of said main base line, thence north $50^{\circ}-06'-00''$ west 134.62 feet to the point of beginning above described.

Parcel EG-109. This parcel includes the entire area of Parcel No. 237 hereinafter listed, being described as follows:

Beginning at a point on the westerly location line of Route 33 (hereinbefore mentioned), said point bearing north $73^{\circ}-14'-41''$ west and being 80.00 feet distant from station 41 + 76.59 of auxiliary base line "Q" hereinbefore described, thence extending by said Route 33 location line south $16^{\circ}-45'-19''$ west 20.50 feet, thence leaving said Route 33

location line and extending along the northeasterly and southwesterly boundary lines of registered land herein taken as Parcel No. 235, north $60^{\circ}-32'-21''$ west 239.63 feet and south $35^{\circ}-02'-21''$ east 175.48 feet to a point bearing south $6^{\circ}-40'-00''$ west and 101.55 feet distant from station 151 + 35.17 of the aforesaid main base line of the express toll highway, thence leaving said southwesterly boundary line and extending south $81^{\circ}-42'-39''$ west along the northerly boundary line of property now or formerly of Josephine Lenart et al, 56.00 feet, thence leaving said last-mentioned boundary line and extending north $35^{\circ}-02'-21''$ west along the northeasterly boundary line of registered land herein taken as Parcel No. 236, 136.28 feet to a point bearing south $16^{\circ}-45'-19''$ west and 14.50 feet distant from station 149 + 92.93 of said main base line, thence leaving said northeasterly boundary line and extending north $16^{\circ}-45'-19''$ east along the easterly boundary line of property now or formerly of Francis and Michalda Lenart, 72.95 feet, thence leaving said boundary line and extending south $60^{\circ}-32'-21''$ east, along the southwesterly boundary line of registered land herein taken as Parcel No. 234, 260.05 feet to the point of beginning above described.

An easement is hereby granted the United States of America and/or its duly authorized agents, in and under a certain parcel of land within the express toll highway taking hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to enter on said land at any time to construct thereon and thereunder, and maintain, repair, replace and operate a sewerage system for the conveyance of sewage. The parcel of land within

the boundaries of which said easement is confined is designated on the plan hereinafter referred to as Parcel EG-110, and is bounded

Northerly by the northerly location line of the express toll highway hereinbefore described,

Easterly by the westerly boundary of the existing sewerage easement of said United States of America,

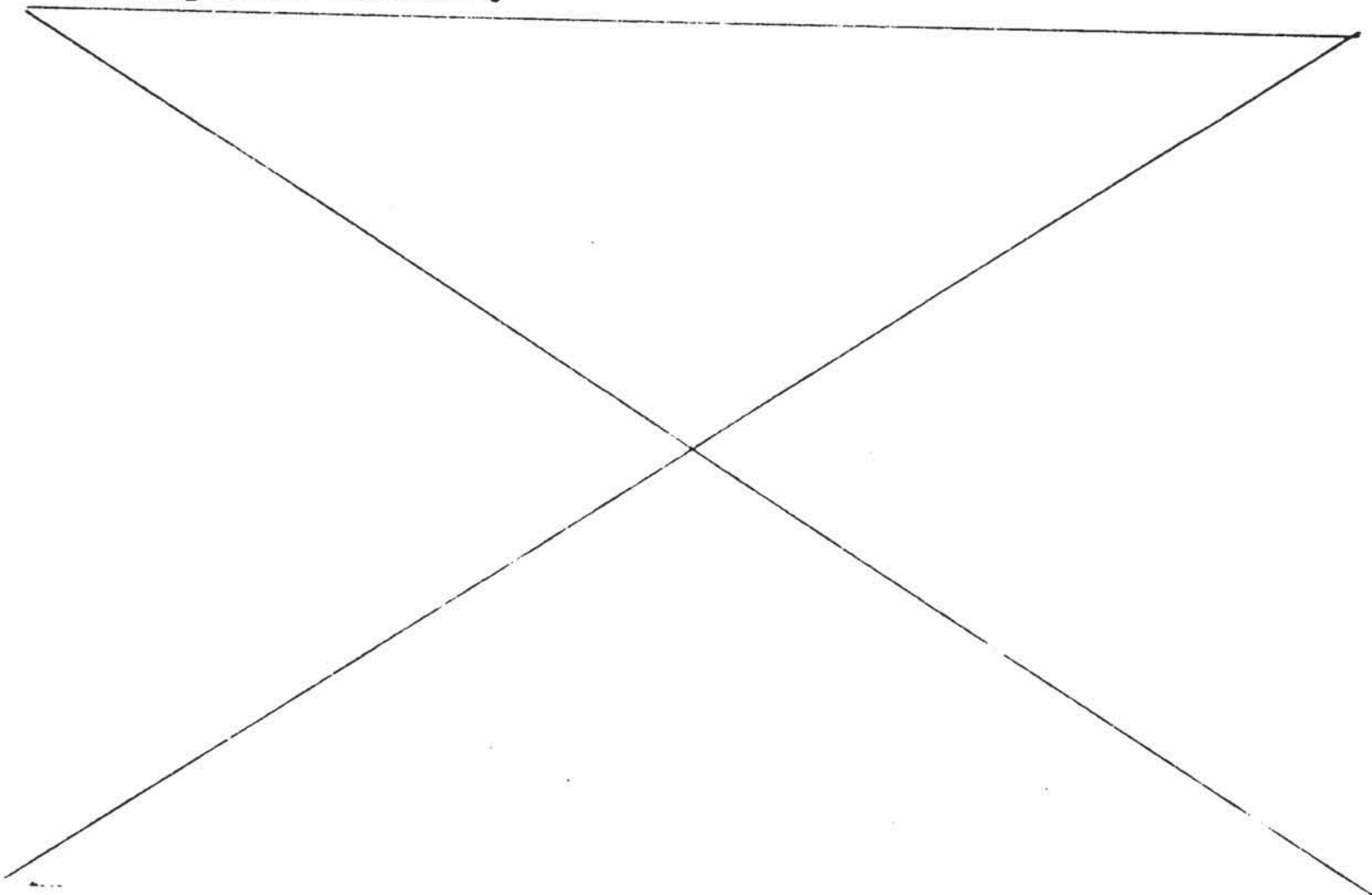
Southerly by the southerly location line of said express toll highway, and

Westerly by a line which begins at a point on said southerly location line, bearing south $32^{\circ}-42'-25''$ west and 214.73 feet distant from station 172 + 82.00 of the main base line of said express toll highway, and extends thence leaving said southerly location line, north $32^{\circ}-42'-25''$ east 401.75 feet to a point on the northerly location line of said express toll highway bearing north $32^{\circ}-42'-25''$ east and 187.02 feet distant from said station 172 + 82.00. Said parcel is more particularly shown on the aforesaid plan.

An easement is hereby granted the City of Chicopee and/or its duly authorized agents; and the New England Telephone and Telegraph Company, its successors and/or assigns; in and under a certain parcel of land within the express toll highway taking hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to enter on said land at any time to construct thereon and thereunder, and maintain, repair, replace and operate, underground cables and conduits and necessary appurtenances therefor, for the transmission of electricity. The parcel of land within the boundaries of which said easement is confined is 50.00 feet in width, being designated on the plan hereinafter referred to as Parcel EG-111, and being more fully described

as follows:

Beginning at a point on the hereinbefore described southerly location line of the express toll highway bearing south $33^{\circ}-30'-00''$ west and 214.20 feet distant from station 174 + 02.00 of the aforesaid main base line and extending thence, leaving said southerly location line north $33^{\circ}-30'-00''$ east 453.98 feet to a point on the northerly location line of said express toll highway, bearing north $33^{\circ}-30'-00''$ east and 239.78 feet distant from said station 174 + 02.00, thence following said northerly location line easterly by a curve to the right of 6225.00 feet radius, 53.07 feet to a point bearing north $33^{\circ}-30'-00''$ east and 239.02 feet distant from station 174 + 55.33 of said main base line, thence leaving said northerly location line and extending south $33^{\circ}-30'-00''$ west 452.49 feet to a point again on the aforesaid southerly location line, bearing south $33^{\circ}-30'-00''$ west and 213.47 feet distant from said station 174 + 55.33, thence following said southerly location line westerly by a curve to the left of 5800.00 feet radius, 53.59 feet to the point of beginning above described.



The aforesaid express toll highway taking, the Sheridan Street taking, the Montgomery Street taking and the various easements herein taken and granted are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the City of Chicopee, Hampden County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date July 14, 1955 Scale 1" = 50' ", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

Certain parcels of land included in these takings are registered land and are shown on the plan hereinbefore referred to, as parcels 234, 235 and 236, all of said land being registered in the Registered Land Office for the Registry of Deeds for Hampden County at Springfield, as follows:

Parcel No.	Owner	Book	Page	Cert. No.
234	Robert C. and Mary A. Harrington	28	177	5617
235	Robert C. and Mary A. Harrington	28	177	5617
236	Robert C. and Mary A. Harrington	28	177	5617

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

Parcel No.	Owner	Area	Award
170	City of Chicopee	3300 sq. ft.	\$1.00
171	William J. Archambeau	0.15 acre	1.00
172	Massachusetts Turnpike Authority	0.81 acre	No award

Parcel No.	Owner	Area	Award
173	Edward J. and Irene P. Downey	0.43 acre	\$1.00
174	Martin L. Larner et ux	3860 sq.ft.	1.00
175	Paul M. and Ogolere Bergeron	0.38 acre	1.00
176	Western Massachusetts Electric Company	2900 sq.ft.	1.00
177	Amos P. and Aldea R. Boudreau	0.24 acre	1.00
178	William G. Watson	0.11 acre	1.00
179	Albert C. and Dianna Desrosiers	0.11 acre	1.00
180	Ronald A. and Olivine M. Gagne	4100 sq.ft.	1.00
181	Walter J. and Cecile A. Dupont	140 sq.ft.	1.00
182	Frank A. and Amelia M. Mason	0.14 acre	1.00
183	Lionel A. and Marcelle Morrisette	0.15 acre	1.00
184	Harvey J. and Virginia M. Gagnon	0.18 acre	1.00
185	Aloysius S. and Ellen Zbicki	0.28 acre	1.00
186	Ernest A. and Viola G. Wespieser	0.29 acre	1.00
187	Western Massachusetts Electric Company	0.26 acre	1.00
210	Victor N. and Lea E. Lariviere	0.20 acre	1.00
211	Alma Musiak	0.54 acre	1.00
212	Henry J. and Alice A. Lacrois	0.28 acre	1.00
213	Victor N. and Lea E. Lariviere	11.16 acre	1.00
214	Walter Mazur, Maryan Falta and Chester A. Mazur	0.18 acre	1.00
215	Maryan Falta	0.14 acre	1.00
216	John B. and Genevieve K. Sypek	0.60 acre	1.00
217	James W. and Ioraine B. Munsell	0.20 acre	1.00
218	Nellie M. O'Brien	7.66 acre	1.00

Parcel No.	Owner	Area	Award
219	Antonina and Josephine Sypek	1.30 acre	\$1.00
220	Kathryn M. Balthazar	0.80 acre	1.00
221	Peter Harry	2.90 acres	1.00
222	Josephine Lenart et als	5.09 acres	1.00
223	Oak Pond Farms Inc.	11.69 acres	1.00
224	William C. and Albert G. Keating	0.99 acre	1.00
225	Joseph M. and Katarzyna Walas	3.27 acres	1.00
226	Joseph M. and Katarzyna Walas	0.45 acre	1.00
227	Joseph M. and Katarzyna Walas	460 sq.ft.	1.00
228	Oak Pond Farms Inc.	1280 sq.ft.	1.00
229	Lakeside Properties Inc.	1200 sq.ft.	1.00
229-A	Stanley Kupiec	1300 sq.ft.	1.00
230	Stanley and Helena Kulig	1.85 acres	1.00
231	City of Chicopee	2.22 acres	1.00
232	Francis and Michalda Lenart	2.26 acres	1.00
233	William C. and Albert G. Keating	0.52 acre	1.00
234	Robert C. and Mary A. Harrington	0.59 acre	1.00
235	Robert C. and Mary A. Harrington	0.22 acre	1.00
236	Robert C. and Mary A. Harrington	0.17 acre	1.00
237	City of Chicopee	0.31 acre	1.00
238	Josephine Lenart et als	0.43 acre	1.00
239	Josephine Lenart et als	0.31 acre	1.00
240	Kazmier and Anna Nietupski	3.31 acres	1.00
241	Raymond and Sheila Peret	5.59 acres	1.00

Parcel No.	Owner	Area	Award
242	Raymond and Sheila Peret	0.20 acre	\$1.00
243	Raymond and Sheila Peret	0.19 acre	1.00
244	Jacob A. and Stephenie Kieltyka	0.17 acre	1.00
245	Jacob A. and Stephenie Kieltyka	1.32 acre	1.00
246	Stanley and Antonia Pajak	4.07 acres	1.00
247	Frederick W. and Lillian Gertrude Peck	1.17 acre	1.00
248	Howard F. and Florence A. Slate	0.57 acre	1.00
249	Theodore and Mary Gay	0.37 acre	1.00
250	Anna Smagacz	2.16 acres	1.00
251	Henry August and Anna Johnson	5.69 acres	1.00
252	Anna Smagacz	17.04 acres	1.00
253	Michael and Apolonia Gwozdz	0.17 acre	1.00
254	Joseph T. Murphy	0.33 acre	1.00
255	Adam and Eleanora Wojtowicz	0.55 acre	1.00
256	Kazmierz F. and Anna Machowski	9.53 acres	1.00
257	James W. and Wellington W. Wells and Arthur L. and Elizabeth R. Donnellan	10.90 acres	1.00
E-117	Owner Unknown (Cote Avenue)	0.89 acre	1.00
E-118	Owner Unknown (Granby Road)	0.16 acre	1.00
E-119	Owner Unknown (Grattan Street)	0.39 acre	1.00
E-120	Owner Unknown (Granby Road)	0.30 acre	1.00
E-130	Owner Unknown (Kipling Street)	0.76 acre	1.00
E-131	Owner Unknown (Montgomery Street)	0.41 acre	1.00
E-133	Owner Unknown (Route 33)	1.30 acre	1.00
E-134	Owner Unknown (Sheridan Street)	0.42 acre	1.00

Parcel No.	Owner	Area	Award
E-135	Owner Unknown (Sheridan Street)	0.30 acre	\$1.00
E-136	Owner Unknown (Sheridan Street)	0.25 acre	1.00
E-137	Owner Unknown (Morton Lane)	0.30 acre	1.00
DE-104	Nellie M. O'Brien	3650 sq.ft.	1.00
DE-105	Antonina and Josephine Sypek	1120 sq.ft.	1.00
DE-106	Oak Farms Inc.	0.43 acre	1.00
DE-107	Raymond and Sheila Peret	0.18 acre	1.00
DE-108	Stanley and Helena Kulig	145 sq.ft.	1.00
DE-109	Kazmier and Anna Nietupski	0.21 acre	1.00
DE-110	Stanley and Antonia Pajak	810 sq.ft.	1.00
DE-111	Peter and Amelia Walczyk	615 sq.ft.	1.00
DE-112	Howard F. and Florence A. Slate	1150 sq.ft.	1.00
DE-113	Anna Smazacz	0.10 acre	1.00
DE-114	Michael and Apolonia Gwozdz	1.54 acre	1.00
DE-115	Kazmierz and Anna Machowski	4150 sq.ft.	1.00
DE-116	Joseph T. Murphy	0.13 acre	1.00
RT-104	Victor N. and Lea E. Lariviere	2550 sq.ft.	1.00
RT-105	Kazmier and Anna Nietupski	550 sq.ft.	1.00
RT-106	Raymond and Sheila Peret	2275 sq.ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the **27th** day of **August**, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan, that said Sheridan Street and said Montgomery Street be altered and/or reconstructed as described herein and as described and shown on said plan, and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 14th day of July
1955.

<u>William F. Coleman</u>	Chairman	MASSACHUSETTS
<u>Bernard Vent</u>	Vice-Chairman	TURNPIKE
<u>John R. Kewer</u>	Member	AUTHORITY

1955

Chicopee



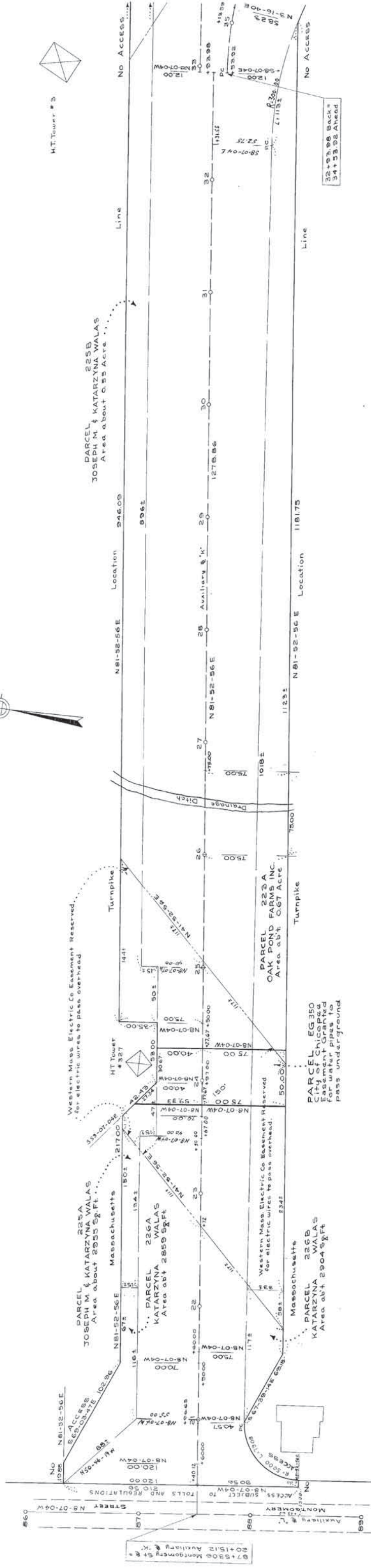
STATE HIGHWAY LAYOUT #75(a)(1)(a)(1)
I-90, Mass. Pike, entrance & exit ramps at
Montgomery St. & Route 33.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 54 PAGES 47-49.

INDEXING

STATE HIGHWAY LAYOUT #75(a)(1)(a)(1)

- Image Info SH54033 Chicopee
- Image Info SH54033 I-90
- Image Info SH54033 Mass. Pike
- Image Info SH54033 Montgomery Street
- Image Info SH54033 Route 33



A TRUE COPY, ATTEST

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and for relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY on December 7, 1952, in accordance with the provisions of Chapter 35A of the Acts of 1952.

Plan for the location of an
EXPRESS TOLL HIGHWAY
known as
"MASSACHUSETTS TURNPIKE"
in the City of

CHICOPEE
HAMPDEN COUNTY

MASSACHUSETTS TURNPIKE AUTHORITY
as prepared by the

Date December 7, 1955.
Scale 40 feet to the inch.

P.H. Taylor
Chief Engineer

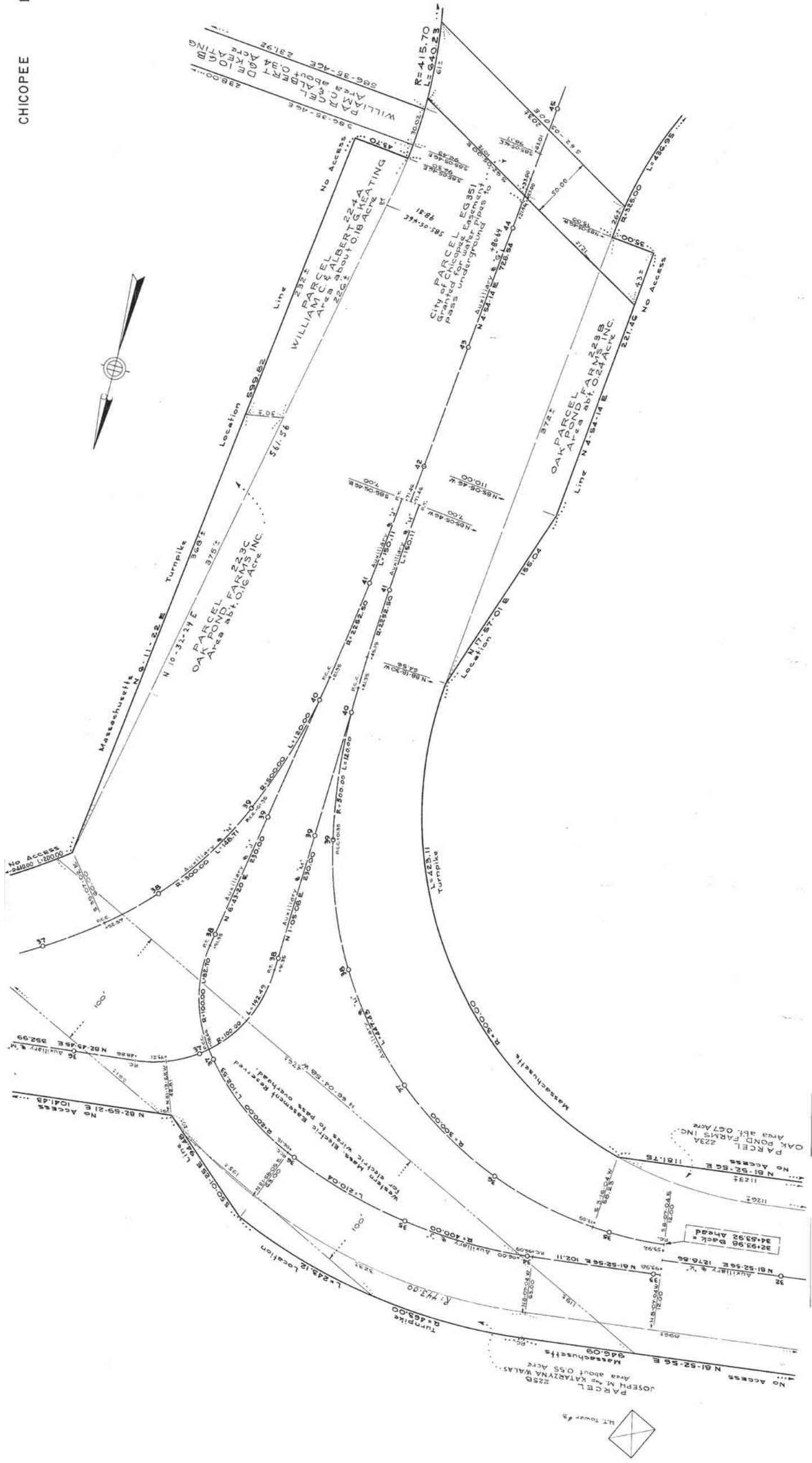
William F. Callahan, Chairman

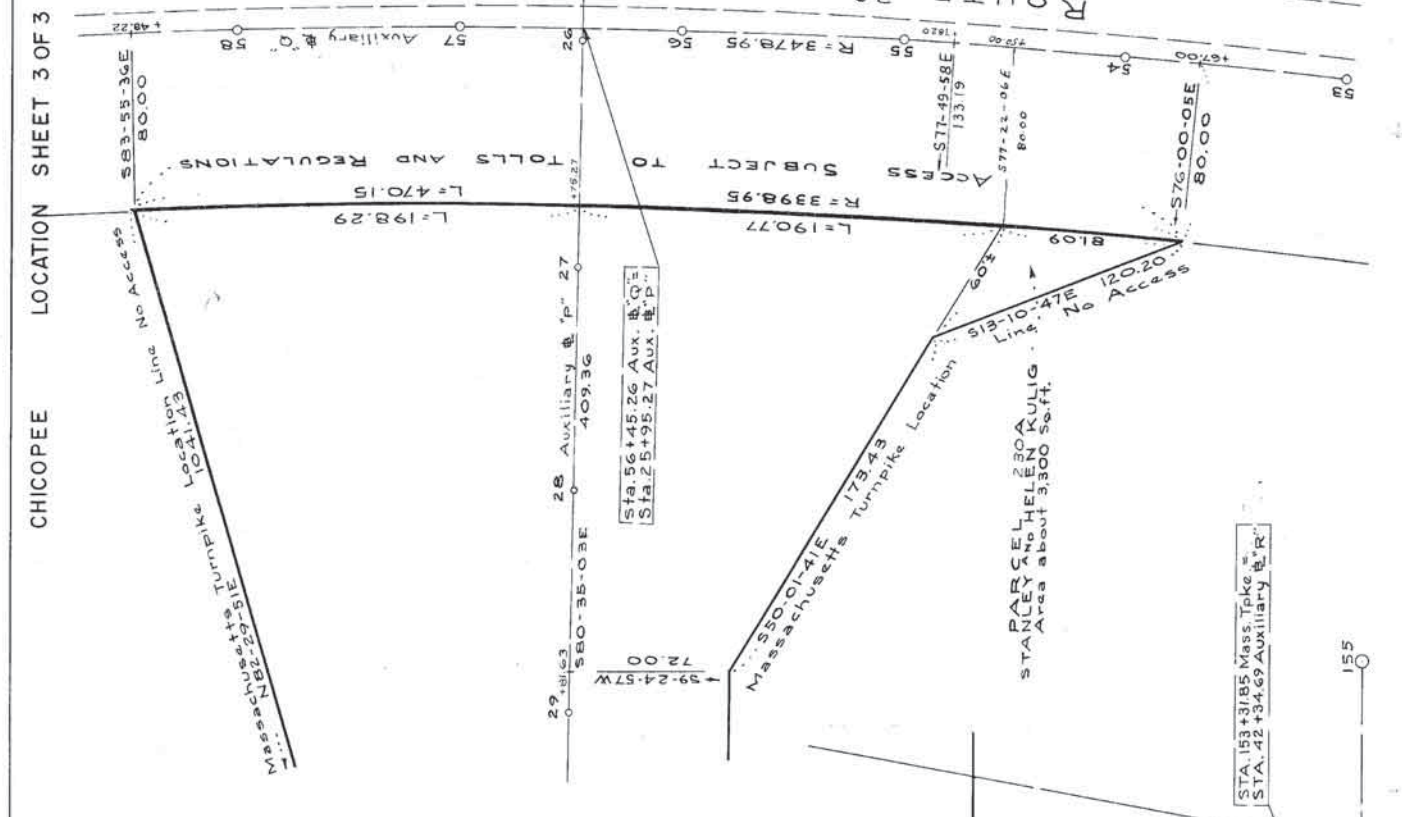
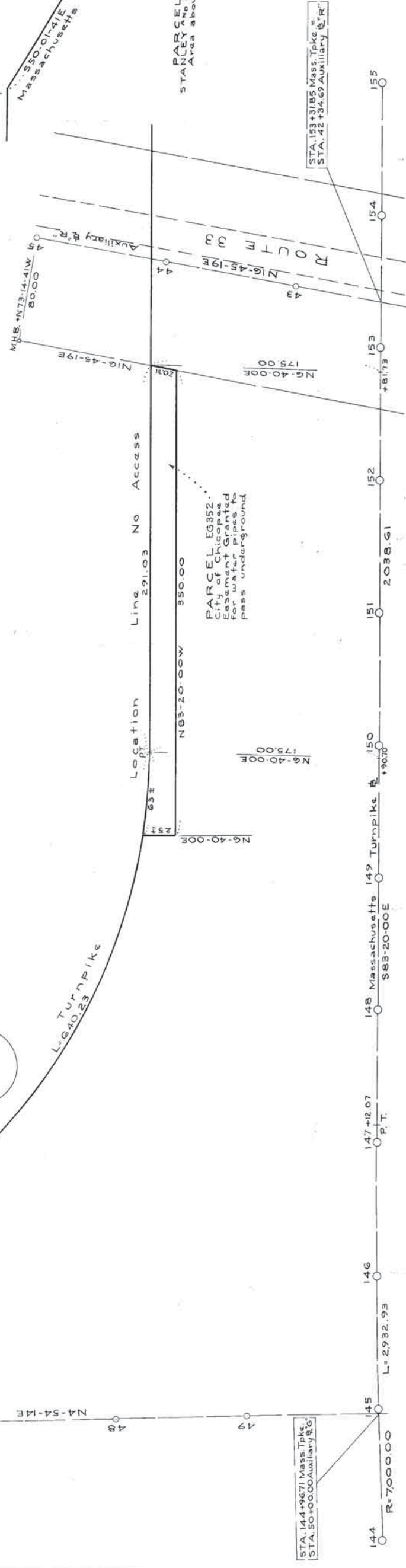
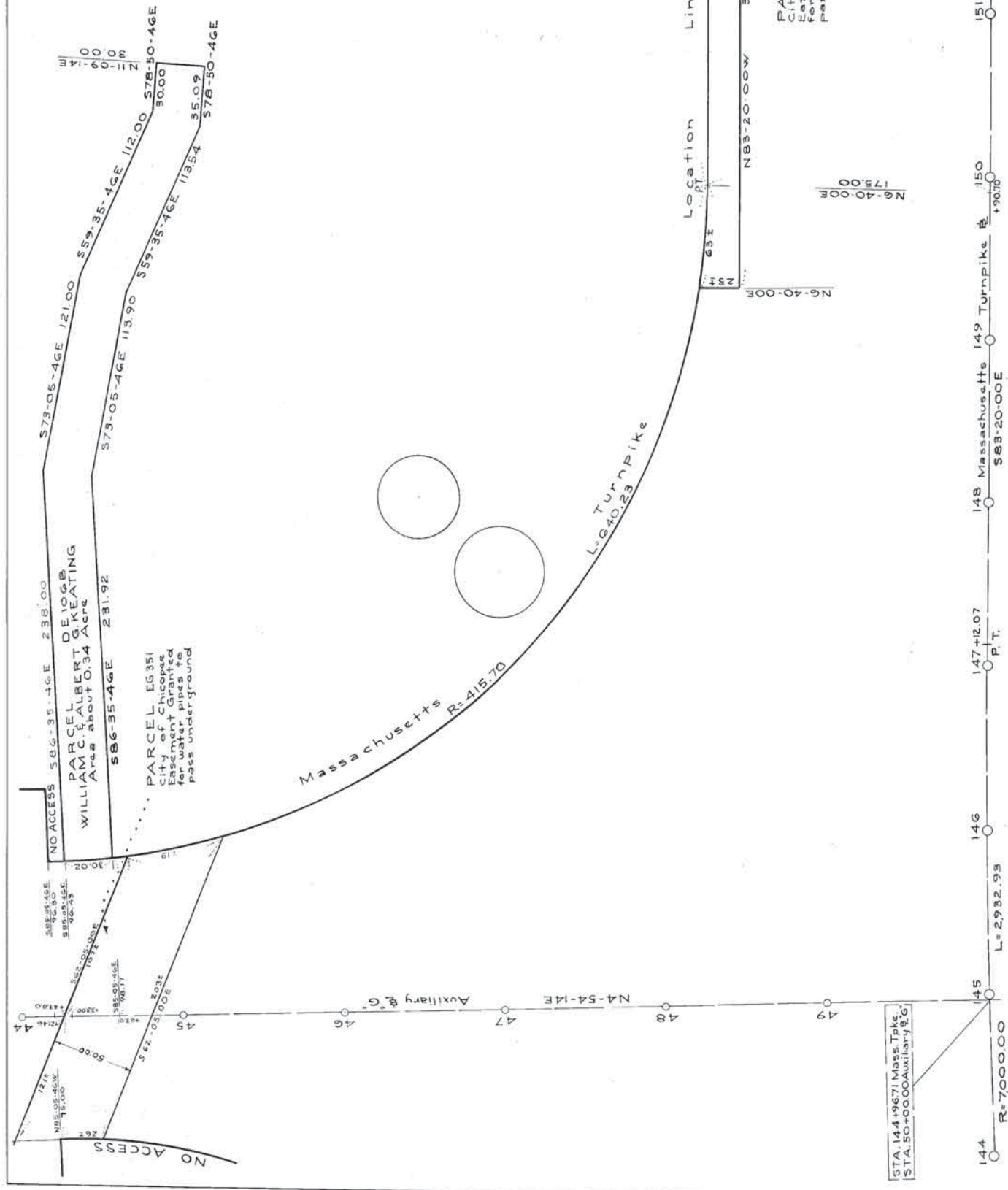
Wendy W. West Vice Chairman

John P. Kent.

Member	TURNPIKE AUTHORITY
MASSACHUSETTS	

J. Henry Leon
Howard, Needles, Tammen & Bergendoff





MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 75
Alteration No. 1
Amendment No. 1
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality did locate under date of July 14, 1955, for the purpose of constructing, maintaining, repairing and operating as an express toll highway, a road in the City of Chicopee, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said express toll highway in the City of Chicopee;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the northerly location line of said express toll highway in the City of Chicopee, as described in Order of Taking No. 75 and as described and shown on the plan therein referred to, recorded in Hampden Deeds in book 2403 at page 415, be altered in four sections as hereinafter described.

Section 1. The northerly location line of the express toll highway in the City of Chicopee, County of Hampden, as described in Order of Taking No. 75 hereinbefore referred to, is hereby altered beginning at a point on said northerly location line as described in said order of taking, said point bearing north 85°-05'-46" west, 75.00 feet distant from station 44 + 21.46 of Auxiliary base line "G" as described in said Order of Taking No. 75. From said point of beginning the first section of the northerly location line, as hereby altered, thence extends north 85°-05'-46" west, 35.00 feet to a point; thence extends north 4°-54'-14" east, 221.46 feet to a point bearing north 85°-05'-46" west, 110.00 feet distant from station 42 + 00.00 of said Auxiliary base line "G"; thence extends north 17°-57'-01" east, 155.04 feet to a point bearing north 88°-18'-30" west, 64.56 feet distant from station 40 + 45.19 of Auxiliary base line "H" as described in said Order of Taking No. 75; thence extends in a north-westerly direction by a curve to the left as shown on the plan hereinafter

referred to of 300.00 feet radius, 423.11 feet to a point bearing south $3^{\circ}-16'-04''$ west, 58.23 feet distant from station $35 + 13.59$ of said Auxiliary base line "H"; thence extends south $81^{\circ}-52'-56''$ west, 1181.75 feet to a point bearing south $8^{\circ}-07'-04''$ east, 75.00 feet distant from station $21 + 60.00$ of Auxiliary base line "K" as described in said Order of Taking No. 75; thence extends north $67^{\circ}-39'-14''$ west, 69.18 feet to a point bearing south $8^{\circ}-07'-04''$ east, 40.57 feet distant from station $20 + 96.65$ of said Auxiliary base line "K".

Section 2. The northerly location line of the express toll highway in the City of Chicopee, County of Hampden, as described in Order of Taking No. 75 hereinbefore referred to, is hereby altered beginning at a point on said northerly location line as described in said order of taking, said point bearing north $8^{\circ}-07'-04''$ west, 120.00 feet distant from station $20 + 40.12$ of Auxiliary base line "K" as described in said Order of Taking No. 75. From said point of beginning, the second section of the northerly location line, as hereby altered, thence extends north $81^{\circ}-52'-56''$ east, 19.88 feet to a point; thence extends south $69^{\circ}-03'-47''$ east, 102.96 feet to a point bearing north $8^{\circ}-07'-04''$ west, 70.00 feet distant from station $21 + 50.00$ of said Auxiliary base line "K"; thence extends north $81^{\circ}-52'-56''$ east, 217.00 feet to a point bearing north $8^{\circ}-07'-04''$ west, 70.00 feet distant from station $23 + 67.00$ of said Auxiliary base line "K"; thence extends south $53^{\circ}-07'-04''$ east, 42.43 feet to a point bearing north $8^{\circ}-07'-04''$ west, 40.00 feet distant from station $23 + 97.00$ of said Auxiliary base line "K"; thence extends north $81^{\circ}-52'-56''$ east, 53.00 feet to a point bearing north $8^{\circ}-07'-04''$ west, 40.00 feet distant from station $24 + 50.00$ of said Auxiliary base line "K"; thence extends north $8^{\circ}-07'-04''$ west, 35.00 feet to a point bearing north $8^{\circ}-07'-04''$ west, 75.00 feet distant from station $24 + 50.00$ of said Auxiliary base line "K"; thence extends north $81^{\circ}-52'-56''$ east, 946.09 feet to a point of curve, bearing north $8^{\circ}-07'-04''$ west, 63.00 feet distant from station $33 + 96.09$ of Auxiliary base line "J" described in Order of Taking No. 75; thence extends in a southeasterly direction by a curve to the right of 463.00 feet radius, 243.12 feet to a point bearing north $21^{\circ}-58'-05''$ east, 63.00 feet distant from station $36 + 06.12$ of said Auxiliary base line "J"; thence extends south $50^{\circ}-01'-25''$ east, 94.48 feet to a point bearing north $21^{\circ}-13'-22''$ west, 42.81 feet distant from station $36 + 73.21$ of Auxiliary base line "M", as described in said Order of Taking No. 75.

Section 3. The northerly location line of the express toll highway in the City of Chicopee, County of Hampden, as described in Order of Taking No. 75, hereinbefore referred to, is hereby altered, beginning at a point on said northerly location line as described in said order of taking, said point bearing north $77^{\circ}-22'-06''$ west, 80.00 feet distant from station $54 + 50.00$ of Auxiliary base line "Q" as described in said Order of Taking No. 75. From said point of beginning, the third section of the northerly location line, as hereby altered, thence extends in a southerly direction by a curve to the left as shown on the plan, hereinafter referred to, of 3393.95 feet radius, 81.09 feet to a point bearing north $76^{\circ}-00'-00''$ west, 80.00 feet distant from station $53 + 67.00$ of said Auxiliary base line "Q"; thence extends north $13^{\circ}-10'-47''$ west, 120.20 feet to a point.

Section 4. The northerly location line of the express toll highway in the City of Chicopee, County of Hampden, as described in Order of Taking No. 75 hereinbefore referred to, is hereby altered beginning at a point on said northerly location line as described in said Order of Taking, said point bearing south 39°-07'-02" east, 60.00 feet distant from station 37 + 52.57 of Auxiliary base line "N" as described in said Order of Taking No. 75. From said point of beginning the fourth section of the northerly location line, as hereby altered, thence extends south 6°-11'-22" west, 599.82 feet to a point bearing south 85°-05'-46" east, 140.00 feet distant from station 44 + 21.46 of Auxiliary base line "G" as described in said Order of Taking No. 75; thence extends north 85°-05'-46" west, 43.70 feet to a point bearing south 85°-05'-46" east, 96.30 feet distant from station 44 + 21.46 of said base line.

The line defining the four altered sections of the northerly location line of the express toll highway is further defined by bounds set at angle points and points of curvature of said altered sections.

The provisions in the aforesaid Order of Taking No. 75 relative to access to and egress from the express toll highway shall apply to the northerly location line of said express toll highway, as hereby altered.

For the purpose of altering the said northerly location line, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple (with the exception of Parcel DE-106B referred to below) the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

Excepted and reserved from the rights herein taken are the rights of the Western Massachusetts Electric Company, its successors and/or assigns, to construct, maintain, repair, replace and operate overhead wires for the transmission of electric power within the confines of its existing easements extending across the express toll highway takings hereinafter described at about station 24 + 00.00 of Auxiliary base line "K" and station 36 + 00.00 of Auxiliary base line "J". Said Auxiliary base lines "K" & "J" are fully described in the aforesaid Order of Taking No. 75.

Except as hereinbefore noted however, all easements, licenses, and permits existing prior to the date of this instrument, within the limits of said express toll highway takings, hereinafter described, are expressly included in the rights hereby taken.

In connection with the alterations of the northerly location line of the express toll highway hereinbefore described, it is necessary to take, in behalf of the Massachusetts Turnpike Authority, 9 parcels of land. Said takings are more fully described as follows:

Auxiliary base lines "G", "H", "J", "K", "M", "N", & "Q", hereinafter referred to, are all described in the aforesaid Order of Taking No. 75.

Parcels 225A, 225B & 226A:

Beginning at a point on the easterly street line of Montgomery Street in the City of Chicopee, said point bearing north 8°-07'-04" west, 120.00 feet distant from station 20 + 40.12 of Auxiliary base line "K" hereinbefore referred to. From said point of beginning, the taking line for said parcels thence extends north 81°-52'-56" east, 19.88 feet to a point; thence extends south 69°-03'-47" east, 102.96 feet to a point bearing north 8°-07'-04" west, 70.00 feet distant from station 21 + 50.00 of said Auxiliary base line "K"; thence extends north 81°-52'-56" east, 217.00 feet to a point; thence extends south 53°-07'-04" east, 42.43 feet to a point bearing north 8°-07'-04" west, 40.00 feet distant from station 23 + 97.00 of said Auxiliary base line "K"; thence extends north 81°-52'-56" east, 53.00 feet to a point bearing north 8°-07'-04" west, 40.00 feet distant from station 24 + 50.00 of said Auxiliary base line "K";

thence extends north $8^{\circ}-07'-04''$ west, 35.00 feet to a point bearing north $8^{\circ}-07'-04''$ west, 70.00 feet distant from station 24 + 50.00 of said Auxiliary base line "K"; thence extends north $81^{\circ}-52'-56''$ east, 946.09 feet to a point of curve, bearing north $8^{\circ}-07'-04''$ west, 63.00 feet distant from station 33 + 96.09 of Auxiliary base line "J" hereinbefore referred to; thence extends in a southeasterly direction by a curve to the right of 463.00 feet radius, 243.12 feet to a point bearing north $21^{\circ}-58'-05''$ east, 63.00 feet distant from station 36 + 06.12 of said Auxiliary base line "J"; thence extends south $50^{\circ}-01'-25''$ east, 94.48 feet to a point bearing north $21^{\circ}-13'-22''$ west, 42.81 feet distant from station 36 + 73.21 of Auxiliary base line "M" hereinbefore referred to; thence extends in a northwesterly direction by a curve to the left of 443.00 feet radius, 323.09 feet to a point of tangent, said point bearing north $8^{\circ}-07'-04''$ west, 43.00 feet distant from station 33 + 96.09 of said Auxiliary base line "J"; thence extends south $81^{\circ}-52'-56''$ west, 896.09 feet to a point bearing north $8^{\circ}-07'-04''$ west, 55.00 feet distant from station 25 + 00.00 of said Auxiliary base line "K"; thence extends south $8^{\circ}-07'-04''$ east, 15.00 feet to a point bearing north $8^{\circ}-07'-04''$ west, 40.00 feet distant from station 25 + 00.00 of said Auxiliary base line "K"; thence extends south $81^{\circ}-52'-56''$ west, 150.00 feet to a point bearing north $8^{\circ}-07'-04''$ west, 40.00 feet distant from station 23 + 50.00 of Auxiliary base line "K"; thence extends north $8^{\circ}-07'-04''$ west, 15.00 feet to a point; thence extends south $81^{\circ}-52'-56''$ west, 250.00 feet to a point bearing north $8^{\circ}-07'-04''$ west, 55.00 feet distant from station 21 + 00.00 of said Auxiliary base line "K"; thence extends north $50^{\circ}-46'-19''$ west, 88.38 feet to the point of beginning.

Parcels 223A, 226B:

Beginning at a point bearing south $8^{\circ}-07'-04''$ east, 40.57 feet distant from station 20 + 96.65 of Auxiliary base line "K" hereinbefore referred to. From said point of beginning, the taking line for said parcels thence extends north $82^{\circ}-29'-51''$ east, 1134.97 feet to a point of curve, said point bearing south $8^{\circ}-07'-40''$ east, 52.75 feet distant from station 32 + 31.55 of said Auxiliary base line "K"; thence extends in a southeasterly direction by a curve to the right of 300.00 feet radius, 113~~4~~ feet to a point bearing south $3^{\circ}-16'-40''$ west, 58.23 feet distant from station 35 + 13.59 of Auxiliary base line "H", hereinbefore referred to; thence extends south $81^{\circ}-52'-56''$ west, 1181.75 feet to a point bearing south $8^{\circ}-07'-04''$ west, 75.00 feet distant from station 21 + 60.00 of said Auxiliary base line "K"; thence extends north $67^{\circ}-39'-14''$ west, 69.18 feet to the point of beginning.

Parcel 223B:

Beginning at a point bearing north $88^{\circ}-18'-30''$ west, 64.56 feet distant from station 40 + 45.19 of Auxiliary base line "H" hereinbefore referred to. From said point of beginning, the taking line for said parcel thence extends south $4^{\circ}-54'-14''$ west, 372.60 feet to a point bearing north $85^{\circ}-05'-46''$ west, 75.00 feet distant from station 44 + 21.46 of Auxiliary base line "G" hereinbefore referred to; thence extends north $85^{\circ}-05'-46''$ west, 35.00 feet to a point; thence extends north $4^{\circ}-54'-14''$ east, 221.46 feet to a point bearing

north 85°-05'-46" west, 110.00 feet distant from station 42 + 00.00 of said Auxiliary base line "G"; thence extends north 17°-57'-01" east, 155.04 feet to the point of beginning.

Parcel 223C; 224A:

Beginning at a point bearing south 39°-07'-02" east, 60.00 feet distant from station 37 + 52.57 of Auxiliary base line "N", hereinbefore referred to, the taking line for said Parcels thence extends south 6°-11'-22" west, 599.8 feet to a point bearing south 85°-05'-46" east, 140.00 feet distant from station 44 + 21.46 of Auxiliary base line "G" hereinbefore referred to; thence extends north 85°-05'-46" west, 43.70 feet to a point bearing south 85°-05'-46" east, 96.30 feet distant from station 44 + 21.46 of said Auxiliary base line "G"; thence extends in a northerly direction by a curve to the right of 415.70 feet radius to a point bearing south 85°-05'-46" east, 98.31 feet distant from station 43 + 80.64 of said Auxiliary base line "G"; thence extends north 10°-32'-24" east, 561.56 feet to the point of beginning.

Parcel 230A:

Beginning at a point bearing north 77°-22'-06" west, 80.00 feet distant from station 54 + 50.00 of Auxiliary base line "Q", hereinbefore referred to, the taking line for said parcel thence extends in a southerly direction by a curve to the left of 3398.95 feet radius, 81.09 feet to a point bearing north 76°-00'-05" west, 80.00 feet distant from station 53 + 67.00 of said Auxiliary base line "Q"; thence extends north 13°-10'-47" west, 120.20 feet to a point; thence extends south 50°-01'-41" east, 60± feet to the point of beginning.

The lines defining the aforesaid takings are further defined by bounds set at angle points and points of curvature.

Further in connection with the construction, maintenance, repair and operation of the express toll highway and/or the relocation hereinbefore referred to, it is necessary to take a permanent drainage easement in behalf of the Massachusetts Turnpike Authority in a parcel of land abutting the northerly location line of the express toll highway as described in the aforesaid Order of Taking No. 75 and/or as said northerly location/is herein altered.

Said permanent drainage easement is designated on the plan hereinafter referred to as Parcel DE-106B, said easement consists of the right to enter upon said land at any time to construct thereon, and to maintain and operate drainage structures and/or ditches, also to drain water on said land and to straighten and clean any water courses located thereon.

Said permanent drainage easement taking is more fully described as follows:

Beginning at a point bearing south 85°-05'-46" east, 96.43 feet distant from station 44 + 33.00 of Auxiliary base line "G" hereinbefore referred to, the taking line for said permanent drainage easement thence extends south 86°-35'-46" east, 238.00 feet to a point; thence extends south 73°-05'-46" east, 121.00 feet to a point; thence extends south 59°-35'-46" east, 112.00 feet to a point; thence extends south 78°-50'-46" east, 30.00 feet to a point; thence extends south 11°-09'-14" west, 30.00 feet to a point; thence extends north 78°-50'-46" west, 35.09 feet to a point; thence extends north 59°-35'-46" west, 113.54 feet to a point; thence extends north 73°-05'-46" west, 113.90 feet to a point; thence extends north 86°-35'-46" west, 231.92 feet to a point bearing south 85°-05'-46" east, 98.17 feet distant from station 44 + 63.01 of said Auxiliary base line "G"; thence extends in a northerly direction by a curve to the right of 415.70 feet radius, 30.02 feet to the point of beginning.

WHEREAS, it now appears that in said Order of Taking No. 75, certain amendments are to be made;

NOW, THEREFORE, it is hereby ordered that:

All easements granted to the City of Chicopee as contained in the last paragraph of page 30, all of pages 31 and 32, and the first paragraph of page 33 of said Order of Taking No. 75 be stricken.

It is further ordered that:

All easements reserved to the City of Chicopee for water pipes to pass underground as shown on the plan, filed with said Order of Taking No. 75, be revoked.

Easements are hereby granted to the City of Chicopee and/or its duly authorized agents in and under certain parcels of land within the limits of the express toll highway as described in Order of Taking No. 75 hereinbefore referred to, and as said express toll highway limits are herein altered.

Said easements consist of the right, subject to regulations of the Massachusetts Turnpike Authority, to enter on said land at any time to construct thereon and thereunder, and maintain, repair, replace and use, one or more pipe

lines and necessary appurtenances therefor for the conveyance of water. The parcels of land within the boundaries of which said easements are confined are designated on the plan hereinafter referred to as Parcels EG-350, EG-351, EG-352 and are more fully described as follows:

Parcel EG-350: Beginning at a point bearing south $8^{\circ}-07'-04''$ east, 75.00 feet distant from station $24 + 27.67$ of auxiliary base line "K" hereinbefore referred to; thence extends north $8^{\circ}-07'-04''$ west 115.00 feet to a point bearing north $8^{\circ}-07'-04''$ west, 40.00 feet distant from station $24 + 27.67$ of said auxiliary base line "K"; thence extends south $81^{\circ}-52'-56''$ west, 30.67 feet to a point bearing north $8^{\circ}-07'-04''$ west, 40.00 feet distant from station $23 + 97.00$ of said auxiliary base line "K"; thence extends north $53^{\circ}-07'-04''$ west, 27.34 feet to a point bearing north $8^{\circ}-07'-04''$ west, 59.33 feet distant from station $23 + 77.67$ of said auxiliary base line "K"; thence extends south $8^{\circ}-07'-04''$ east, 134.33 feet to a point bearing south $8^{\circ}-07'-04''$ east, 75.00 feet distant from station $23 + 77.67$ of said auxiliary base line "K"; thence extends north $81^{\circ}-52'-56''$ east, 50.00 feet to the point of beginning.

Parcel EG-351: Beginning at a point bearing north $62^{\circ}-05'-00''$ east, $121\pm$ feet distant from station $44 + 27.00$ of Auxiliary base line "G", thence extending south $62^{\circ}-05'-00''$ east, passing through station $44 + 27.00$ of Auxiliary base line "G" hereinbefore referred to, a distance of $228\pm$ feet to a point on the westerly location line of the express toll highway as described on pages 8 and 9 of said Order of Taking No. 75 and as shown on pages 7 and 8 of the plan of said Order of Taking No. 75. The southwesterly boundry line of said Parcel EG-351 is a line 50 feet southwesterly from and parallel to the northeasterly boundry line hereinbefore referred to, extending between the easterly and westerly location line of the express toll highway hereinbefore referred to.

Parcel EG-352: Beginning at a point on the northerly location line of the express toll highway hereinbefore referred to bearing north $6^{\circ}-40'-00''$ east, 175.00 feet distant from station $152 + 81.73$ of the main base line of the express toll highway hereinbefore referred to; thence extends south $16^{\circ}-45'-19''$ west, 20.31 feet to a point; thence extends north $83^{\circ}-20'-00''$ west, 350.00 feet to a point; thence extends north $6^{\circ}-40'-00''$ east, $25\pm$ feet to a point on the said northerly location line of the express toll highway; thence extends in an easterly direction along said northerly location line of the express toll highway to the point of beginning.

The aforesaid express toll highway takings and the drainage easement taking are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office and entitled: "Plan for the location of an express toll highway known as Massachusetts Turnpike in the City of Chicopee as prepared by the Massachusetts

Turnpike Authority, date: December 7, 1955 scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
223A	Oak Pond Farms, Inc.	0.67 ac.	\$1.00
223B	Oak Pond Farms, Inc.	0.24 ac.	1.00
223C	Oak Pond Farms, Inc.	0.16 ac.	1.00
224A	William C. & Albert G. Keating	0.18 ac.	1.00
225A	Joseph M. & Katarzyna Walas	2955 sq.ft.	1.00
225B	Joseph M. & Katarzyna Walas	0.55 ac.	1.00
226A	Katarzyna Walas	2859 sq.ft.	1.00
226B	Katarzyna Walas	2904 sq.ft.	1.00
230A	Stanley & Helen Kulig	3300 sq.ft.	1.00
DE-106B	William C. & Albert G. Keating	0.34 ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fourth day of February, 19 56 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway alteration takings and the permanent easement taking be located and constructed as described herein and

as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the express toll highway takings as shown on said plan were taken as and for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this seventh day of December 1955.

William T. Coleman
Chairman
Samuel H. Frost
Vice Chairman
John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 75, Alteration No. 1
Amendment No. 1

Hampden SS.

City/~~XXXX~~ Chicopee

January 6, 19 56 11:35 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated December 7, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city or ~~town~~ of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

1956

Chicopee



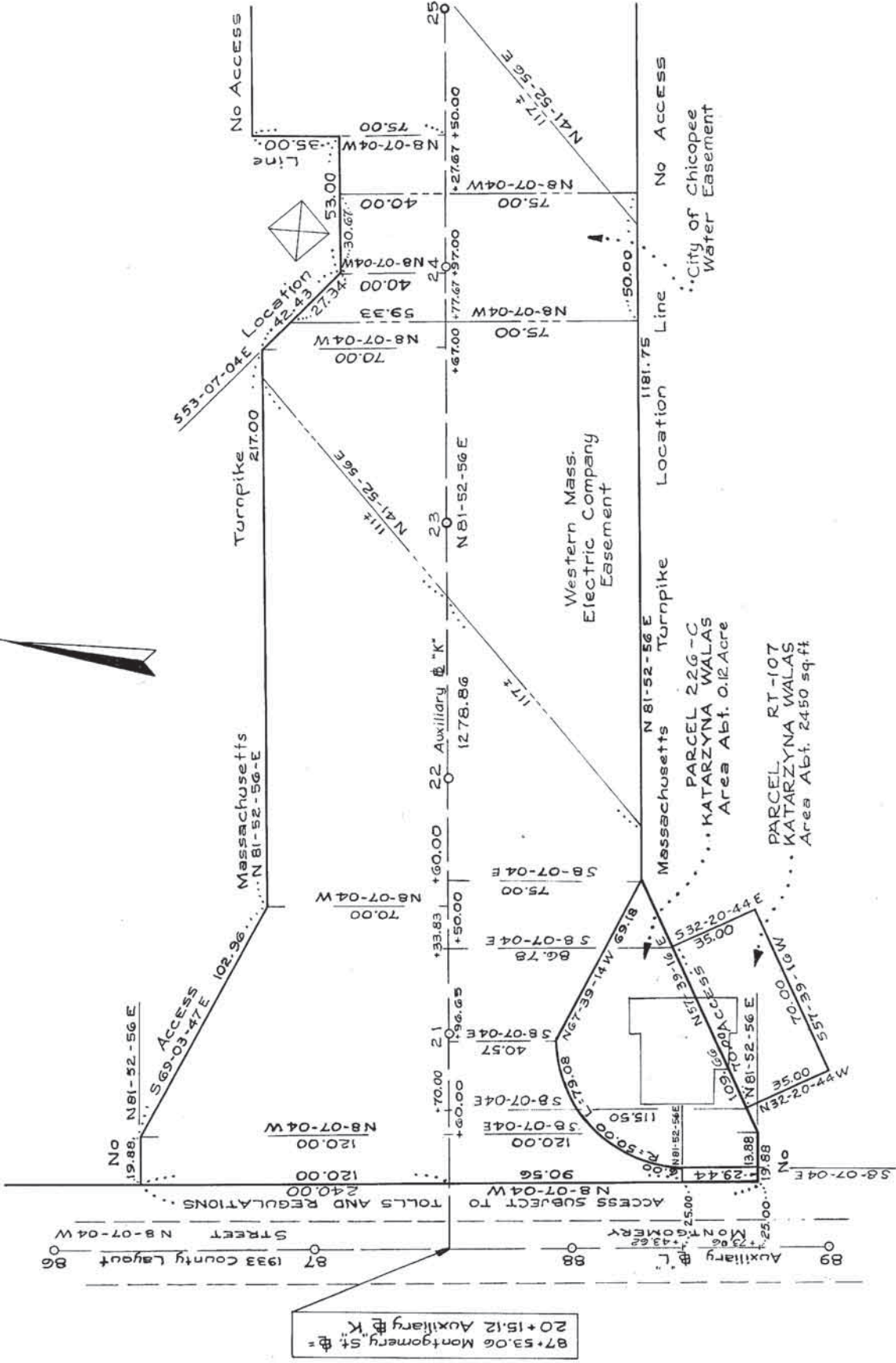
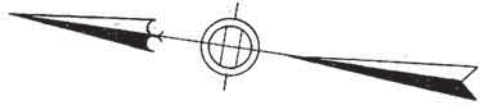
STATE HIGHWAY LAYOUT #75(alt.2)
I-90, Mass. Pike, alterations in ramp, Montgomery St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGE 105.

INDEXING

STATE HIGHWAY LAYOUT #75(alt.2)

- Image Info SH54034 Chicopee
- Image Info SH54034 I-90
- Image Info SH54034 Mass. Pike
- Image Info SH54034 Montgomery Street



A TRUE COPY, ATTEST

[Signature]
SECRETARY - TREASURER

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY on March 29, 1956 in accordance with the provisions of Chapter 354 of the Acts of 1952.

[Signature]
BENJAMIN W. LEON

[Signature]
JOHN D. KERR

[Signature]
J. Henry Leon

Approved

Howard Needles Tammen & Bergendoff

Plan for the location of an
EXPRESS TOLL HIGHWAY
known as

"MASSACHUSETTS TURNPIKE"

in the City of

CHICOPEE

HAMPDEN COUNTY

as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

Date: March 29, 1956

Scale: 40 feet to the inch

[Signature]
CH. KERR

Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 75, Alter. 2

Hampden SS.

City/Town Chicopee

April 16, 19 56 11:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 29, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~or towns~~ of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 75
Alteration No. 2
City of Chicopee
County of Hampden

Whereas, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality did locate under date of July 14, 1955 for the purpose of constructing, maintaining, repairing and operating as an express toll highway a road in the City of Chicopee, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the Clerk of the City of Chicopee; and

Whereas, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the City of Chicopee.

Now, Therefore, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the northerly location line of said express toll highway in the City of Chicopee, as described in Order of Taking No. 75 and as described and shown on the plan therein referred to, recorded in Hampden Deeds in book 2403 at page 415 and as described in Alteration No. 1 to Order of Taking No. 75 and as described and shown on the plan therein referred to recorded in Hampden Deeds in book 2442 at page 402.

The northerly location line of the express toll highway in the City of Chicopee, County of Hampden as described in Order of Taking No. 75 and Alteration No. 1 to Order of Taking No. 75 hereinbefore referred to is hereby altered beginning at a point on the northerly location line as described in said Orders of Taking, said point bearing south $8^{\circ}-07'-04''$ east 75.00 feet distant from station 21 + 60 of auxiliary baseline "K" as described in said Order of Taking No. 75; thence extends south $57^{\circ}-39'-16''$ west 109.66 feet to a point bearing south $8^{\circ}-07'-04''$ east 115.50 feet distant from station 20 + 60.00 of said auxiliary baseline "K"; thence extends south $81^{\circ}-52'-56''$ west 19.88 feet to a point bearing north $81^{\circ}-52'-56''$ east 25.00 feet distant from station 88 + 73.06 of baseline "L" as described in said Order of Taking No. 75.

The provisions in the aforesaid Order of Taking No. 75 and Alteration No. 1 to Order of Taking No. 75 relative to access to and egress from the express toll highway shall apply to the northerly location line of said express toll highway as hereby altered and shall not apply to the northerly location line as described in said Order of Taking No. 75 and Alteration No. 1 to Order of Taking No. 75 between a point on said northerly location line bearing south $8^{\circ}-07'-04''$ east 75.00 feet distant from station 21 + 60.00 of auxiliary baseline "K" of the express toll highway as described in said Alteration No.1 to Order of Taking No. 75 and a point bearing north $81^{\circ}-52'-56''$ east 43.88 feet distant from station 88 + 73.06 of auxiliary baseline "K" as described in said Order of Taking No. 75.

The lines defining the altered northerly location line of the express toll highway is further defined by bounds set at angle points and points of curvature of said altered sections.

For the purpose of altering said northerly location line, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances, for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of the land being taken in fee simple (with the exception of Parcel RT-107 referred to below) the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the alteration of the northerly location line of the express toll highway hereinbefore described, it is necessary to take, in behalf of the Massachusetts Turnpike Authority, one parcel of land. Said taking is more fully described as follows:

Beginning at a point on said northerly location line as described in said orders of taking, said point bearing south 8°-07'-04" east 75.00

feet distant from station 21 + 60.00 of auxiliary baseline "K" as described in said Order of Taking No. 75; thence extends north $67^{\circ}-39'-14''$ west 69.18 feet to a point bearing south $8^{\circ}-07'-04''$ east 40.57 feet distant from station 20 + 96.65 of said auxiliary baseline "K"; thence extends in a southwesterly direction by a curve to the left of 50.00 feet radius 79.08 feet to a point bearing north $81^{\circ}-52'-56''$ east 31.00 feet distant from station 88 + 43.62 of auxiliary baseline "L" as described in said Order of Taking No. 75; thence extends south $8^{\circ}-07'-04''$ east 29.44 feet to a point bearing north $81^{\circ}-52'-56''$ east 31.00 feet distant from station 88 + 73.06 of the said auxiliary baseline "L"; thence extends north $81^{\circ}-52'-56''$ east 13.88 feet to a point bearing south $8^{\circ}-07'-04''$ east 120.00 feet distant from station 20 + 60.00 of said auxiliary baseline "K"; thence extends north $57^{\circ}-39'-16''$ east 109.66 feet to the point of beginning.

Auxiliary baselines "K" and "L" hereinbefore and hereinafter referred to are both described in the aforesaid Order of Taking No. 75.

In connection with the construction, maintenance, repair, and operation of the express toll highway hereinbefore referred to, it is necessary to remove and/or demolish certain structures located partly inside and partly outside the express toll highway taking hereinbefore described. For this purpose an easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land located outside the limits of said express toll highway taking, designated on the plan hereinafter referred to as parcel RT-107.

Said easement consists of the right to enter upon said land at any time during the effective period of the easement therein to remove and/or demolish structures located on said land. Said easements are of a temporary nature and are to remain in effect only until such time as, in the opinion of the Massachusetts Turnpike Authority, the purpose of which they are taken shall have been consummated.

The aforesaid parcel of land, within the boundaries of which said easement is confined, is described as follows:

Beginning at a point on the altered northerly location line of the express toll highway hereinbefore described, said point bearing south 8°-07'-04" east 86.78 feet distant from station 21 + 33.83 of auxiliary baseline "K" hereinbefore referred to; thence extends south 32°-20'-44" east 35.00 feet to a point; thence extends south 57°-39'-16" west 70.00 feet to a point; thence extends north 32°-20'-44" west 35.00 feet to a point on said relocated northerly location line, said point bearing south 8°-07'-04" east 115.50 feet distant from station 20 + 70.00 of said auxiliary baseline "K"; thence extends north 57°-39'-16" east along said relocated northerly location line of the express toll highway 109.66 feet to the point of beginning.

The aforesaid altered northerly location line of the express toll highway, the express toll highway takings and the temporary removal easement taking are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office and entitled "Plan for the location of an express toll highway in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: March 29, 1956 scale 40 feet to the inch," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
226-C	Katarzyna Walas	0.12 Ac.	\$1.00
RT-107	Katarzyna Walas	2450 SF.	\$1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifteenth day of May, 1956 (unless otherwise agreed upon)

It is therefore

Voted, That said express toll highway alteration takings and the temporary easement taking be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the express toll highway takings as shown on said plan were taken as and for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-ninth day of March, 1956.

Chairman
Benjamin A. Gant

Vice-Chairman
John R. Kwon

Member

MASSACHUSETTS

TURNPIKE

AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 75
Alteration No. 2
City of Chicopee
County of Hampden

Filed April 16, 1956

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1957

Chicopee



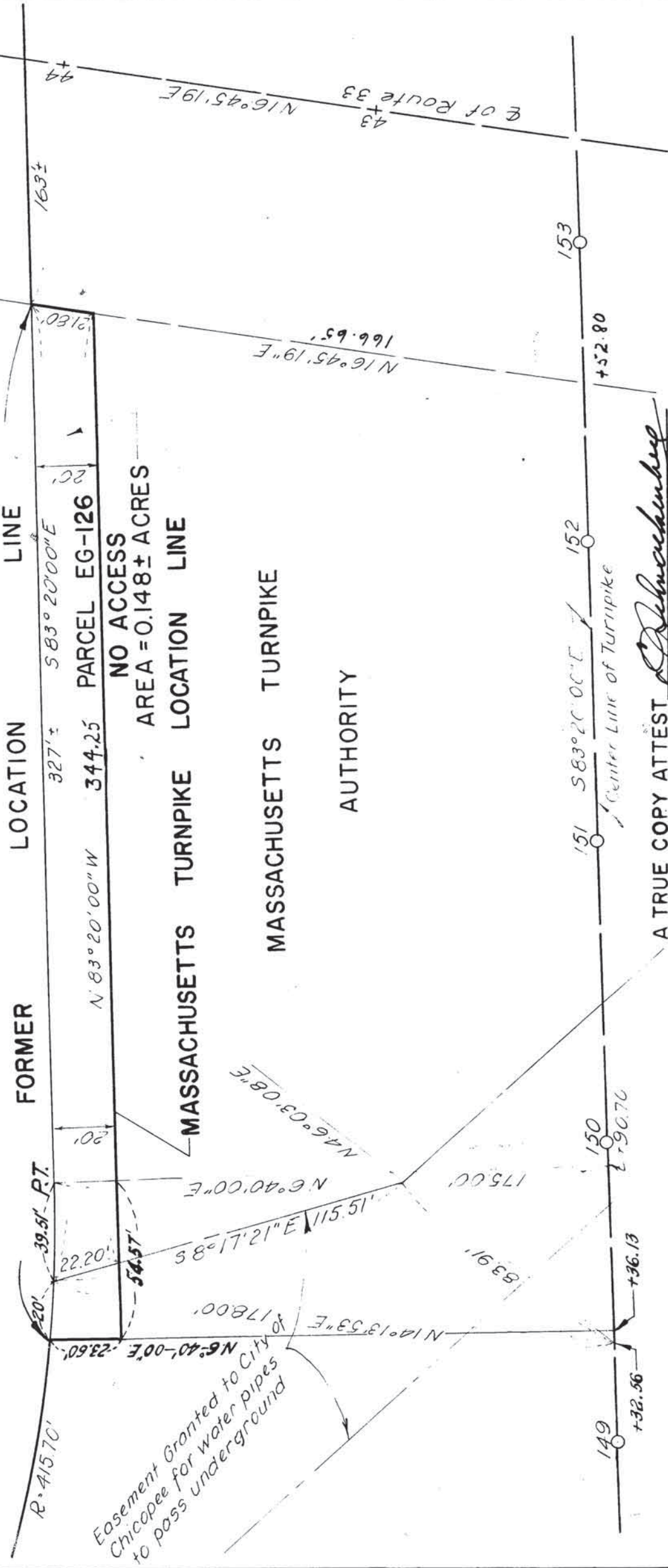
STATE HIGHWAY LAYOUT #75(alt. 3)
I-90, Mass. Pike, easement for water pipes around station 150.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 60 PAGE 89(a).

INDEXING

STATE HIGHWAY LAYOUT #75(alt. 3)

- Image Info SH54035 Chicopee
- Image Info SH54035 I-90
- Image Info SH54035 Mass. Pike



A TRUE COPY ATTEST *[Signature]*
SECRETARY - TREASURER

Plan for the location of an Easement made necessary by an Express Toll Highway Known as MASSACHUSETTS TURNPIKE in the city of CHICOPEE HAMPDEN COUNTY	Plan showing easement granted to the City of Chicopee by The Massachusetts Turnpike Authority in the City of Chicopee Hampden County APPROVED MASSACHUSETTS TURNPIKE AUTHORITY
as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Scale: 1"=40' date: APRIL 4, 1957 <i>[Signature]</i> CHIEF ENGINEER	<i>[Signature]</i> <i>[Signature]</i> MASSACHUSETTS TURNPIKE AUTHORITY Approved <i>[Signature]</i> MASSACHUSETTS TURNPIKE AUTHORITY Howard, Needles, Tammen & Bergendoff

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 75, Alter. 3

Harvard SS.

City/Town Chicopee

April 22, 19 57 10:04 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 4, 19 57 purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~on town~~ of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 75
Alteration No. 3
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of July 14, 1955, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the State Department of Public Works on November 19, 1953, did locate as an express toll highway, a road in the City of Chicopee, County of Hampden, as shown on a plan of said express toll highway, on file in the office of the Massachusetts Turnpike Authority, copies of which have been filed in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the City of Chicopee;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary that the northerly location line of the express toll highway, in the City of Chicopee, as described in Order of Taking No. 75 of the aforesaid Massachusetts Turnpike Authority, and as described and shown on a plan therein referred

to, and recorded in the Registry of Deeds of the County of Hampden, in Book 2403 at Page 390, be altered as hereinafter described:

The northerly location line and the main base line of the express toll highway, herein referred to, are fully described in the aforesaid Order of Taking No. 75.

The northerly location line of the express toll highway, hereinbefore referred to, is hereby altered, beginning at a point on said northerly location line, said point bearing north $06^{\circ}-40'-00''$ east, 178.60 feet distant from station 149 + 36.13 of the main base line, hereinbefore referred to; thence extends south $06^{\circ}-40'-00''$ west, 23.60 feet to a point bearing north $06^{\circ}-40'-00''$ east, 155.00 feet distant from station 149 + 36.13 of said main base line; thence extends south $83^{\circ}-20'-00''$ east, 155.00 feet distant from and parallel to said main base line to a point bearing north $16^{\circ}-45'-19''$ east, 166.65 feet distant from station 152 + 52.80 of said main base line; thence extends north $16^{\circ}-45'-19''$ east, 21.80 feet to a point on said northerly location line, said point bearing north $16^{\circ}-45'-19''$ east, 188.45 feet distant from station 152 + 52.80 of said main base line.

The line defining the altered northerly location line of the aforesaid express toll highway is further defined by bounds set at angle points and points of curvature and at the beginning and end of said alteration.

The provisions in the aforesaid Order of Taking No. 75 relative to access to and egress from the express toll highway shall apply to the northerly location line of the express toll highway as herein altered, and shall not apply to the northerly location line of the said express toll highway, as described in said Order of Taking, between a point on said northerly location line, said point bearing north $06^{\circ}-40'-00''$ east, 178.60 feet distant from station 149 + 36.13 of said main base line and a point on said northerly location line bearing north $16^{\circ}-45'-19''$

east, 188.45 feet distant from station 152 + 52.80 of said main base line.

An easement is hereby granted to the City of Chicopee, a municipal corporation, and/or its duly authorized agents, in and upon a certain parcel of land, hereinafter described, and as described and shown on a plan, hereinafter referred to as Parcel No. EG-126, consisting of the right to enter upon said land to service the water equipment thereon.

Parcel No. EG-126 is more fully described as follows:

Beginning at a point on the northerly location line, hereinbefore referred to, said point bearing north $06^{\circ}-40'-00''$ east, 178.60 feet distant from station 149 + 36.13 of the main base line, hereinbefore referred to, thence extends in an easterly direction by a curve to the left of 415.70 feet radius, 59.51 feet to a point bearing north $06^{\circ}-40'-00''$ east, 175.00 feet distant from station 149 + 90.70 of said main base line; thence extends south $83^{\circ}-20'-00''$ east, 175.00 feet distant from and parallel to said main base line to a point on said northerly location line bearing north $16^{\circ}-45'-19''$ east, 188.45 feet distant from station 152 + 52.80 of said main base line; thence extends south $16^{\circ}-45'-19''$ west, 21.80 feet along the aforesaid northerly location line to a point bearing north $16^{\circ}-45'-19''$ east, 166.65 feet distant from station 152 + 52.80 of said main base line; thence extends north $83^{\circ}-20'-00''$ west, 155.00 feet distant from and parallel to said main base line along said altered northerly location line to a point bearing north $06^{\circ}-40'-00''$ east, 155.00 feet distant from station 149 + 36.13 of said main base line; thence extends north $06^{\circ}-40'-00''$ east, 23.60 feet along said altered northerly location line to the point of beginning.

Access to and egress from the aforesaid Parcel No. EG-126 is allowed between a point on the aforesaid northerly location line, said point bearing north $06^{\circ}-40'-00''$ east, 178.60 feet distant from station 149 + 36.13 of the aforesaid main base line and a point on the northerly boundary line of the hereinbefore described Parcel No. EG-126, said point bearing north $14^{\circ}-13'-53''$ east,

178.00 feet distant from station 149 + 32.56 of said main base line.

The aforesaid express toll highway alteration and the aforesaid Parcel No. EG-126 are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an easement made necessary by an express toll highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County as prepared by the Massachusetts Turnpike Authority, scale: 1" = 40', date: April 4, 1957": an attested copy of which is to be recorded with this Alteration No. 3 to Order of Taking No. 75 in the Registry of Deeds for Hampden County in Springfield.

It is therefore

Voted, that the easement granted herein described be so granted and that the northerly location line of the express toll highway be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the City of Chicopee, attested copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the easement granted and the alteration of the northerly location have been approved in connection with an express toll highway known as "Massachusetts Turnpike" by the Massachusetts Turnpike

1957 O. of T. in Chicopee No. 75, Alteration No. 3 Page 5.

Authority in accordance with the provisions of Chapter 354 of
the Acts of 1952.

Dated at Boston this fourth day of April, , 1957.

William T. Cullen
Chairman

Benjamin V. Frost
Vice Chairman

MASSACHUSETTS

TURNPIKE

John R. Kuer
Member

AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 75
Alteration No. 3
City of Chicopee
County of Hampden

Filed - April 22, 1957

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1956

Chicopee



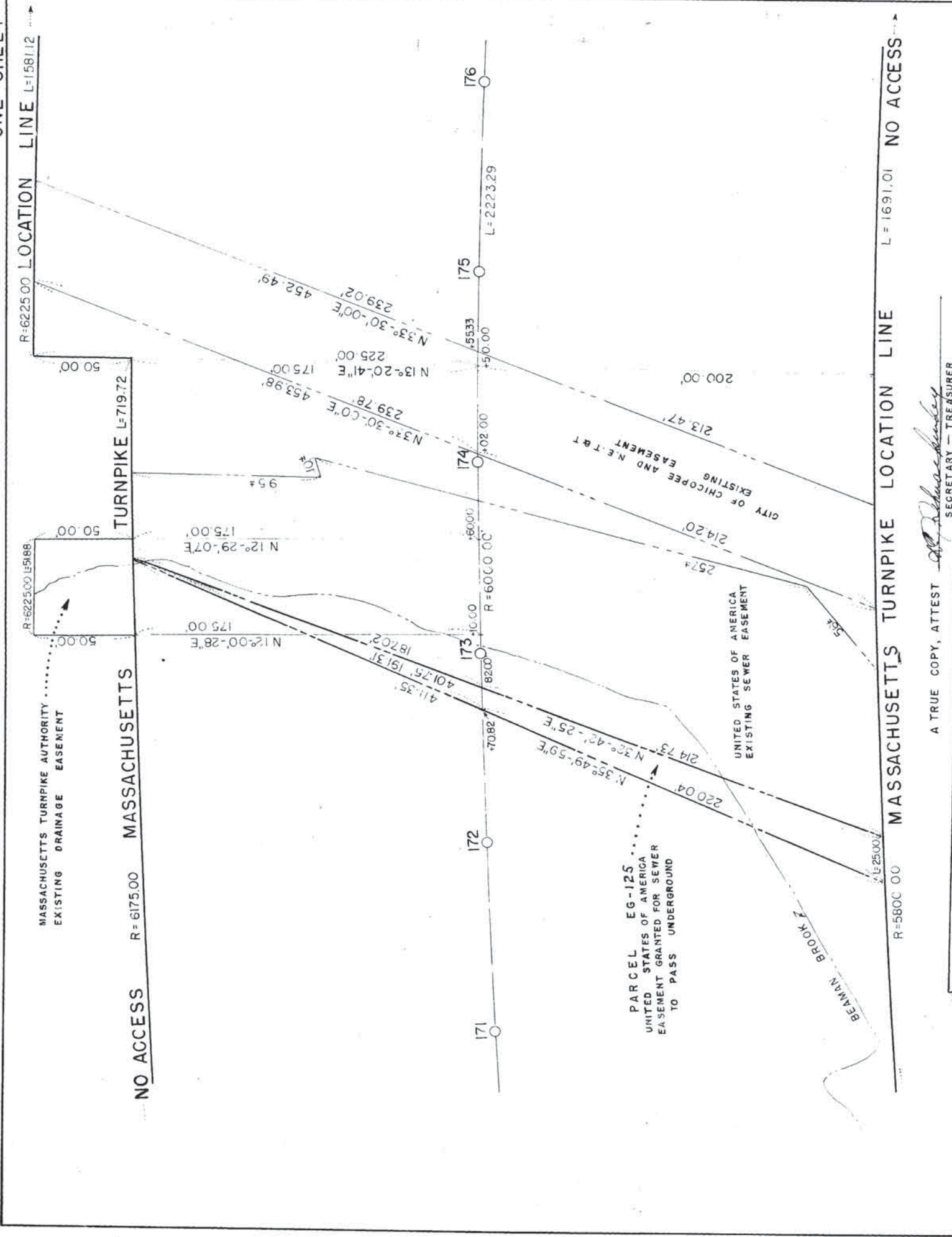
STATE HIGHWAY LAYOUT #75(amend. 2)
I-90, Mass. Pike, easement for USA
sewer pipe around station 173.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGE 66.

INDEXING

STATE HIGHWAY LAYOUT #75(amend. 2)

- Image Info SH54036 Chicopee
- Image Info SH54036 USA
- Image Info SH54036 I-90
- Image Info SH54036 Mass. Pike



A TRUE COPY, ATTEST

SECRETARY - TREASURER

APPROVED MASSACHUSETTS TURNPIKE AUTHORITY	MASSACHUSETTS TURNPIKE AUTHORITY
<i>John R. Kuen</i>	<i>John R. Kuen</i>
MASSACHUSETTS TURNPIKE AUTHORITY	MASSACHUSETTS TURNPIKE AUTHORITY
Approved	as prepared by the
Howard Needles Tammen & Bergendoff	CHICOPEE
	HAMPDEN COUNTY
	in the City of
	Order of Taking No. 75
	Dated: July 14, 1955
	Amendment to No. 2
	MASSACHUSETTS TURNPIKE AUTHORITY
	SECRETARY - TREASURER

Mr. Shea and
Mr. Farrell
not in when
Cert. & plan received.

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 75, Amend. 2

Rampden SS.

City/~~TOWN~~ Chicopee

March 30, 19 56 10:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 1, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~of XXXXXXX~~ of Chicopee, as shown on said plan.

Attest:

Edward J. W. Kay
Assistant Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 75
Amendment No. 2
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of July 14, 1955, by Order of Taking No. 75, take certain land in the City of Chicopee, County of Hampden, as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority scale: 1" = 40' date: July 14, 1955", copies of which order of taking and plan have been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears that in said Order of Taking No. 75 and accompanying plan which were recorded on July 22, 1955 in the Registry of Deeds for Hampden County at Springfield in book 2403 at page 415, an amendment is to be made;

NOW, THEREFORE, it is hereby ordered:

A. That page 34 of the aforesaid Order of Taking No. 75 be and the same is hereby amended by

1. Inserting the following after line 17 on page 34:

"An easement is hereby granted the United States of America and/or its duly authorized agents, in and under a certain parcel of land within the

express toll highway taking hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to enter on said land at any time to construct thereon and thereunder, and maintain, repair, replace and operate a sewerage system for the conveyance of sewage. The parcel of land within the boundaries of which said easement is confined is designated on the plan hereinafter referred to as Parcel EG-125, and is bounded

Southerly by the southerly location line of the express toll highway hereinbefore described,

Easterly by the westerly boundary of the existing sewerage easement of said United States of America, granted in said Order of Taking No. 75,

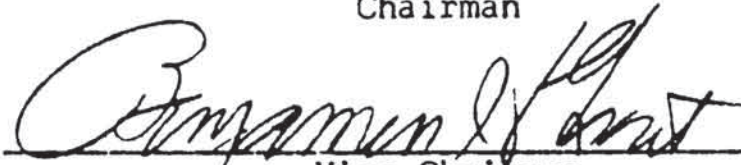
Westerly by a line which begins at a point on said northerly location line, bearing north $35^{\circ}-49'-59''$ east, and 191.31 feet distant from station 172 + 70.82 of the main base line of said express toll highway, and extends thence leaving said northerly location line, south $35^{\circ}-49'-59''$ west, 411.35 feet to a point on the southerly location line of said express toll highway bearing south $35^{\circ}-49'-59''$ west, and 220.04 feet distant from said station 172 + 70.82. Said parcel is more particularly shown on the aforesaid plan.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 75, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority, and on file in its office, entitled: "Plan for the location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the City of Chicopee, Hampden County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale: 1" = 40'

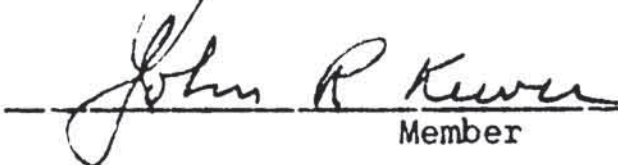
date: March 1, 1956, " in the Registry of Deeds for
Hampden County and to file copies of said amendment and plan in the office
of the County Commissioners for Hampden County and in the office of the
Clerk of the City of Chicopee.

Dated at Boston this first day of March, 1956.

Chairman



Vice Chairman



Member

MASSACHUSETTS

TURNPIKE

AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 75
Amendment No.2
City of Chicopee
County of Hampden

Filed - March 30, 1956

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

1986

Chicopee



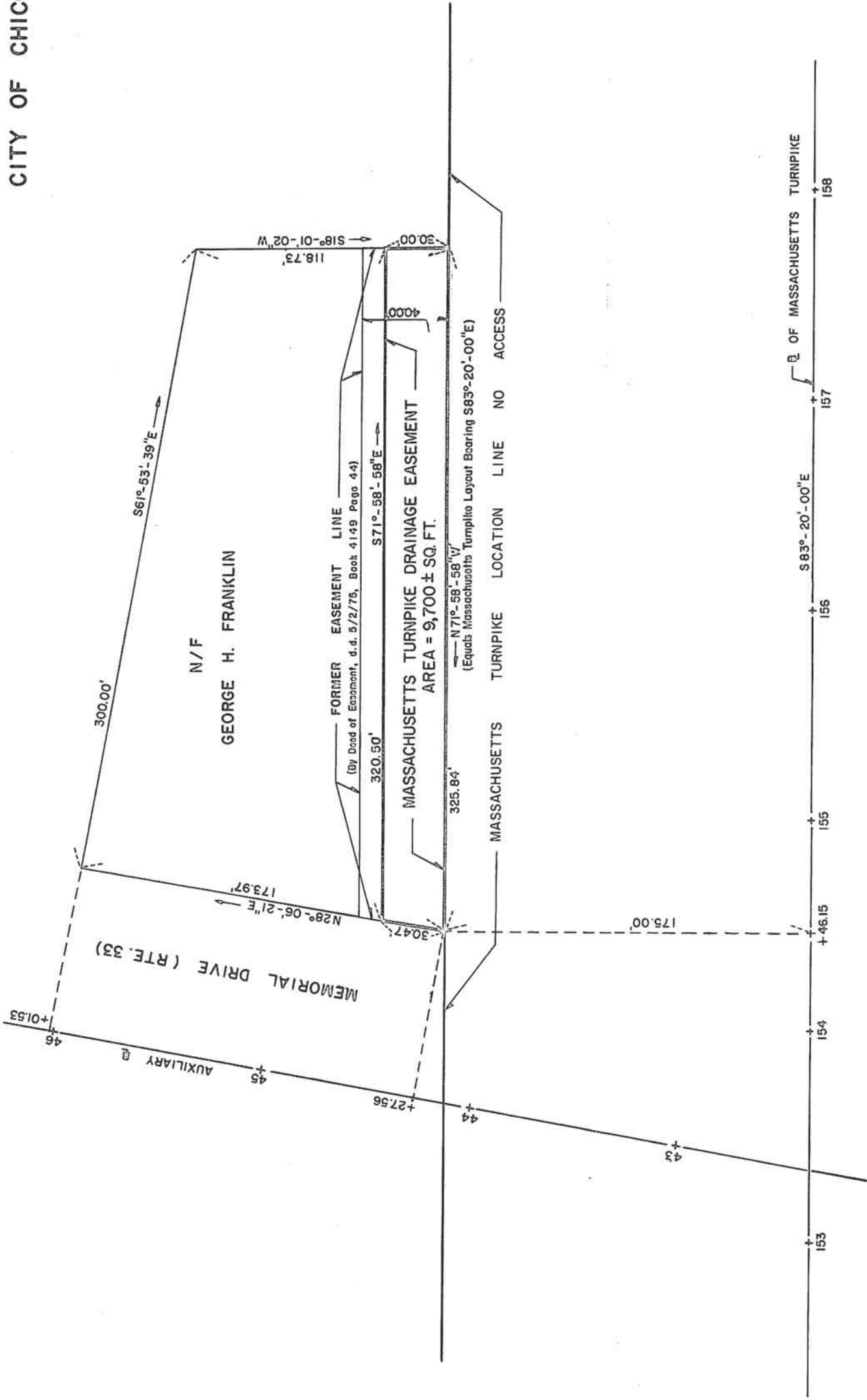
STATE HIGHWAY LAYOUT #75(amend. 4)
I-90, Mass. Pike, drainage easement, near Memorial Drive.

INDEXING

STATE HIGHWAY LAYOUT #75(amend. 4)

- Image Info SH54037 Chicopee
- Image Info SH54037 I-90
- Image Info SH54037 Mass. Pike
- Image Info SH54037 Memorial Drive

CITY OF CHICOPEE



ALTERATION NO. 4 TO ORDER OF TAKING NO. 75
DRAINAGE EASEMENT ON MEMORIAL DRIVE

PLAN FOR THE LOCATION OF A DRAINAGE EASEMENT IN CONNECTION WITH
AN EXPRESS TOLL HIGHWAY KNOWN AS

MASSACHUSETTS TURNPIKE
IN THE CITY OF
CHICOPEE
HAMPDEN COUNTY

AS PREPARED BY THE
MASSACHUSETTS TURNPIKE AUTHORITY
SCALE 40 FEET TO THE INCH



DATE
Sept. 9, 1986



THIS CERTIFIES THAT THE LOCATION OF THE ROAD AS SHOWN
ON THIS PLAN WAS TAKEN AS AND FOR AN EXPRESS TOLL HIGHWAY
KNOWN AS MASSACHUSETTS TURNPIKE OR AS AN ALTERATION AND/OR
RELOCATION IN CONNECTION THEREWITH, BY THE MASSACHUSETTS
TURNPIKE AUTHORITY IN ACCORDANCE WITH PROVISIONS OF
CHAPTER 354 OF THE ACTS OF 1982, AS AMENDED AND CHAPTER
384 OF ACTS OF 1958.

A TRUE COPY ATTEST
Melvin C. Crain
SECRETARY - TREASURER

CHAIRMAN
VICE CHAIRMAN
MEMBER
MASSACHUSETTS TURNPIKE AUTHORITY
APPROVED
HOWARD, NEEDLES, TAMMEN & BERGENDOFF

I HEREBY CERTIFY THAT THIS IS A TRUE PLAN BASED ON
FIELD SURVEYS AND LATEST DEEDS AND PLANS OF RECORD
AND THAT THIS PLAN CONFORMS TO THE RULES AND
REGULATIONS OF THE REGISTERS OF DEEDS

Melvin C. Crain
CHIEF ENGINEER



MASSACHUSETTS TURNPIKE AUTHORITY

STATE TRANSPORTATION BUILDING

SUITE 5170 - 10 PARK PLAZA

BOSTON, MASSACHUSETTS 02116

OCT 24 12 16 PM '86

COUNTY
OF
HAMPDEN

973-7300

JOHN T. DRISCOLL CHAIRMAN
EDWARD T. HANLEY VICE-CHAIRMAN
ANNE H. MCHUGH MEMBER



October 21, 1986

County Commissioner
Hall of Justice
50 State Street
Springfield, Ma 01103

Gentlemen:

Attached please find a copy of:

Order of Taking No. 75
Alteration No. 4
City of Chicopee
County of Hampden

with a certified copy of a plan identified as "A Plan for the Location of a Drainage Easement in Connection with an Express Toll Highway Known as Massachusetts Turnpike in the City of Chicopee, Hampden County", as prepared by the Massachusetts Turnpike Authority dated September 9, 1986, Melvin C. Crain, Chief Engineer, and attested to by S.J. Britton, Secretary Treasurer.

Both of the above described documents contain the endorsements of the members of the Massachusetts Turnpike Authority, John T. Driscoll, Chairman, Edward T. Hanley, Vice-Chairman and Anne H. McHugh, Member.

Very truly yours,

David R. Nagle

David R. Nagle
Director of Real Estate

attachment w/plan

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 75
Alteration No. 4
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, did, under date of July 14, 1955, locate as an express toll highway, the permanent drainage easement located on Memorial Drive, in the City of Chicopee, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of Hampden County and in the Registry of Deeds in Book 2403 Page 390, as shown as Parcel DE-109 on said plans, and

WHEREAS, by instrument dated April 17, 1975 and recorded with said Deeds in Book 4149, Page 41, the Massachusetts Turnpike Authority released its rights in said parcel and

WHEREAS, by Deed dated May 2, 1975 and recorded with said Deeds in Book 4149, Page 44, George H. Franklin, Trustee, and others conveyed to the Massachusetts Turnpike Authority an easement forty feet wide to replace the easement released by the foregoing instrument, and

WHEREAS, it now appears advisable to make certain changes in the westerly, northerly, and easterly taking lines of said drainage easement in the City of Chicopee so as to reduce it to 30 feet in width;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the acts of 1952, as amended and Chapter 384 of the Acts of 1958, the Massachusetts Turnpike Authority deems it necessary that the westerly, northerly, and easterly taking lines of said drainage easement in the City of Chicopee as described in and shown on the accompanying plan, dated March 26, 1973 and revised January 30, 1974 and January 1975, recorded in the Registry of Deeds for the County of Hampden in Book 4149 at Page 44, be altered, as hereinafter described.

The westerly, northerly and easterly taking lines of said drainage easement in the City of Chicopee are hereby altered, beginning at a point on said westerly taking line, said point being N28°-06'-21"E, a distance of 30.47' from a southwesterly corner of said drainage easement, thence extends S71°-58'-58"E, a distance of 320.50' to a point on said easterly taking line, said point also being N18°-01'-02"E, a distance of 30.00' from a southeasterly corner of said drainage easement.

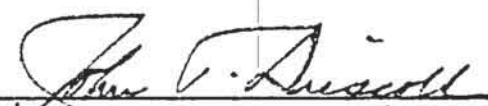
The aforesaid westerly, northerly and easterly taking lines of said drainage easement as hereby altered are shown on a plan signed by Melvin C. Crain, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled "plan for the location of a drainage easement in connection with an Express Toll Highway known as the Massachusetts Turnpike in the City of Chicopee, Massachusetts, scale: 40 feet to the inch, dated September 9, 1986", an attested copy of which is to be recorded with this alteration No. 4 to Order of Taking No. 75 in the office of the Registry of Deeds for the County of Hampden, in Springfield, Massachusetts,

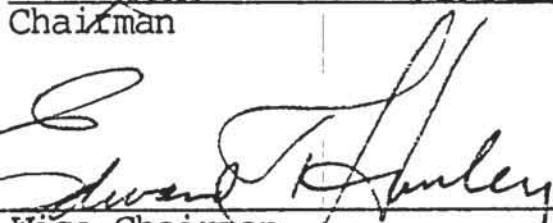
It is THEREFORE

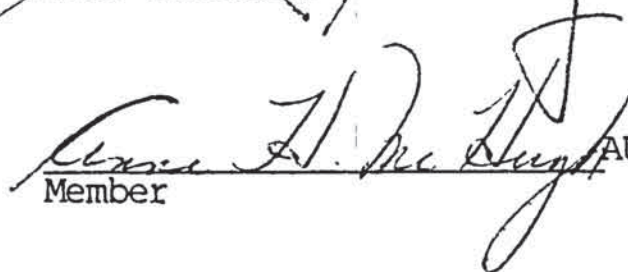
VOTED, that the westerly, northerly and easterly taking lines of said drainage easement on Memorial Drive in the City of Chicopee, County of Hampden, be altered as described herein and as described and shown on said plan;

and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the Registry of Deeds for the County of Hampden, in the office of the County Commissioners of Hampden County, in the office of the Clerk of the City of Chicopee and in the office of the Tax Collector of the City Chicopee, certified copies of said plan, signed by a least marjority of the members of the Massachusetts Turnpike Authority attesting that the drainage easement as shown on said plan was taken as and for the express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952, as amended and Chapter 384 of the Acts of 1958.

Dated at Boston this eighteenth day of September, 1986.


Chairman MASSACHUSETTS


Vice Chairman TURNPIKE


Member AUTHORITY

1955

Chicopee



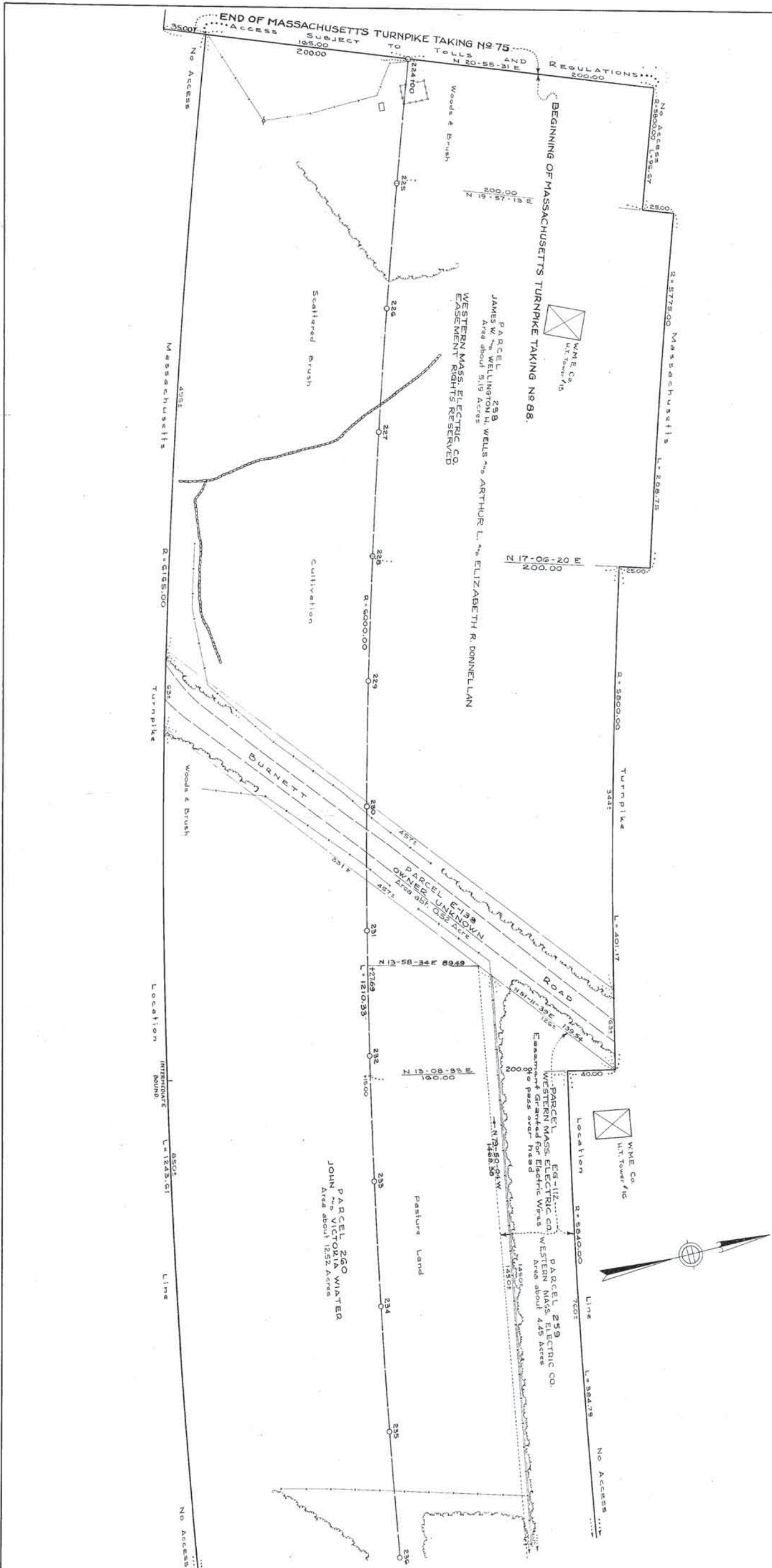
STATE HIGHWAY LAYOUT PLAN #88.
I-90, Mass. Pike, station 224 to Old Fuller Road at station 441 (also New Lombard Rd.)

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 52 PAGES 1-25 .

INDEXING

STATE HIGHWAY LAYOUT PLAN #88.

- Image Info SH54038 Chicopee
- Image Info SH54038 Chicopee River
- Image Info SH54038 Fuller Road
- Image Info SH54038 I-90
- Image Info SH54038 Lombard Road
- Image Info SH54038 Mass. Pike
- Image Info SH54038 New Lombard Road
- Image Info SH54038 Old Fuller Road



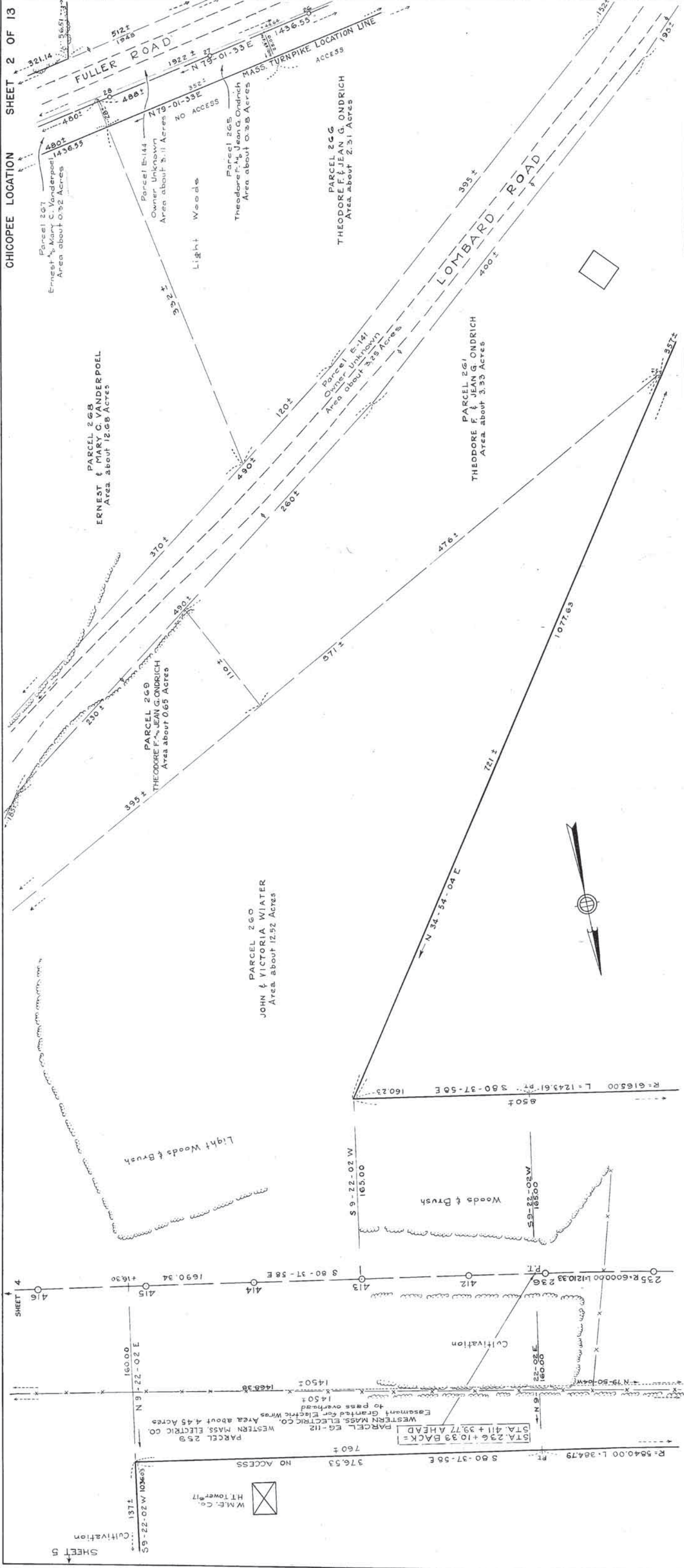
ORDER OF TAKING NO 88
A TRUE COPY, ATTEST *[Signature]*
SECRETARY - TREASURER

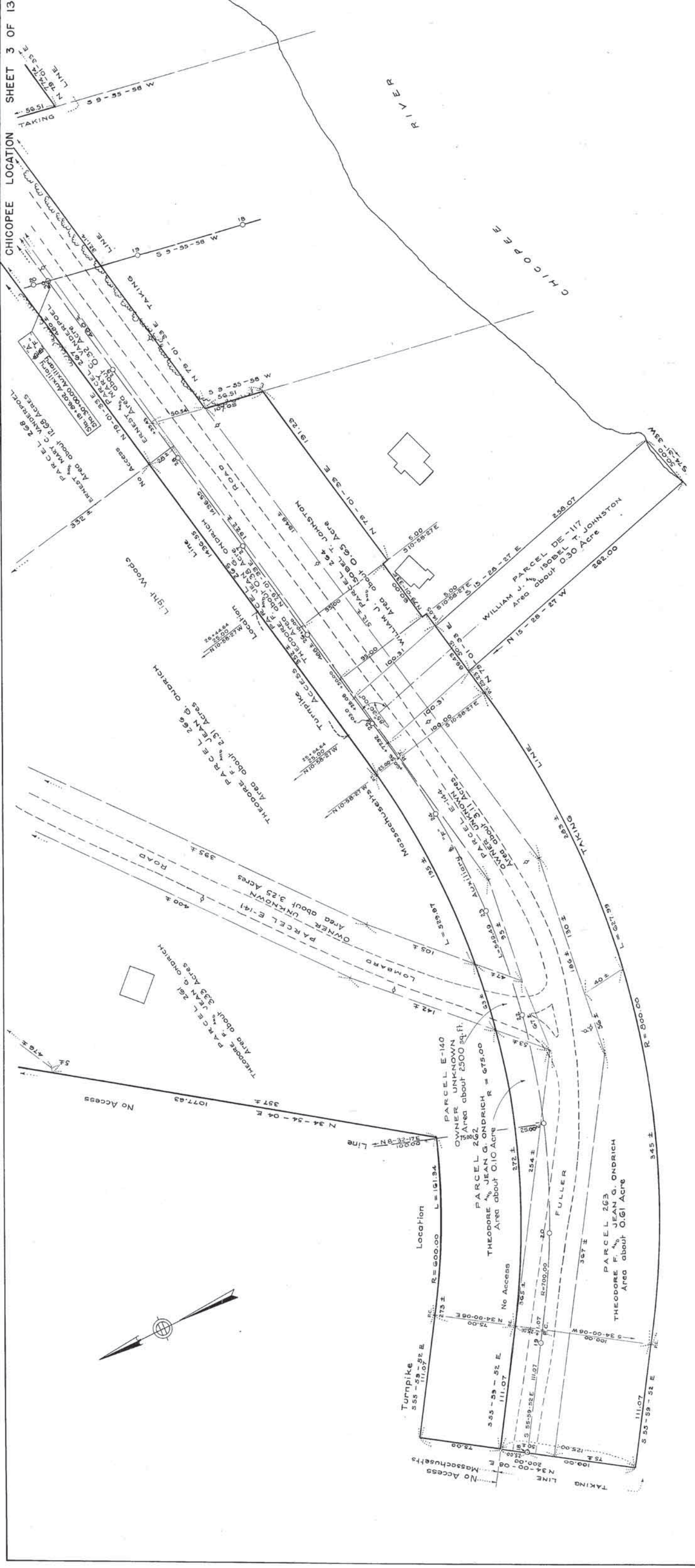
Plan for the location of an
EXPRESS TOLL HIGHWAY
known as
"MASSACHUSETTS TURNPIKE"
in the City of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date: August 4, 1935
Scale: 40 feet to the inch
[Signature]
Chief Engineer

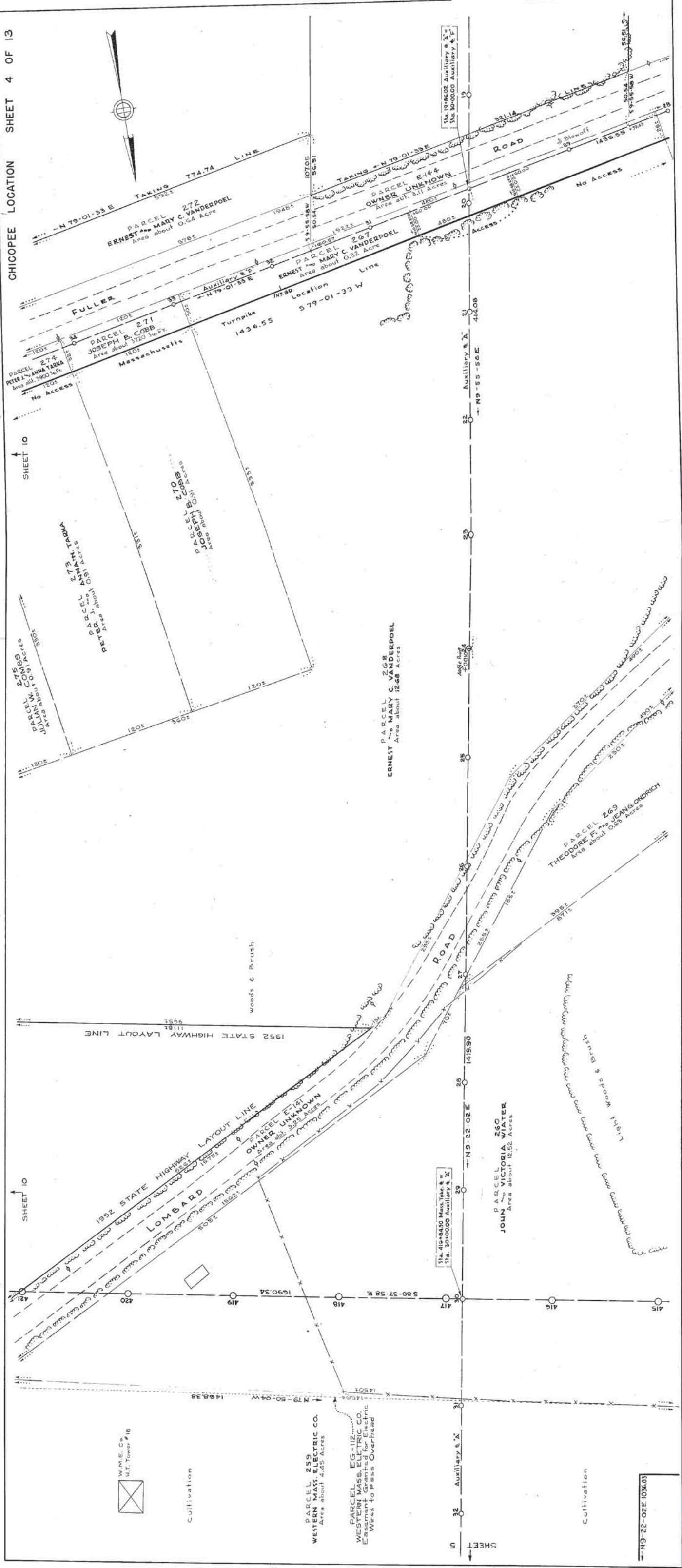
This certifies that the location of the road as shown
on this plan was taken as and for an express toll highway
known as MASSACHUSETTS TURNPIKE or as an alteration
and/or relocation in connection therewith, by the MASSACHUSETTS
TURNPIKE AUTHORITY on August 4, 1935 in accordance
with the provisions of Chapter 354 of the Acts of 1952.

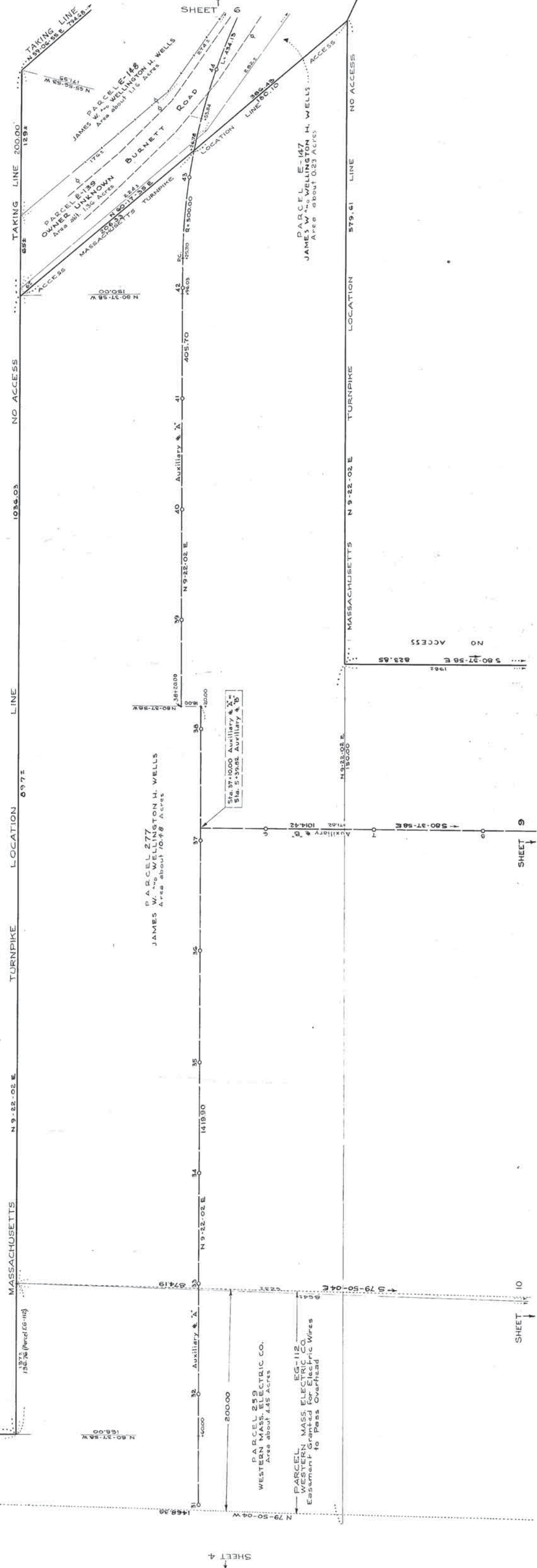
William F. Callahan Chairman
Benjamin H. Hart Vice Chairman

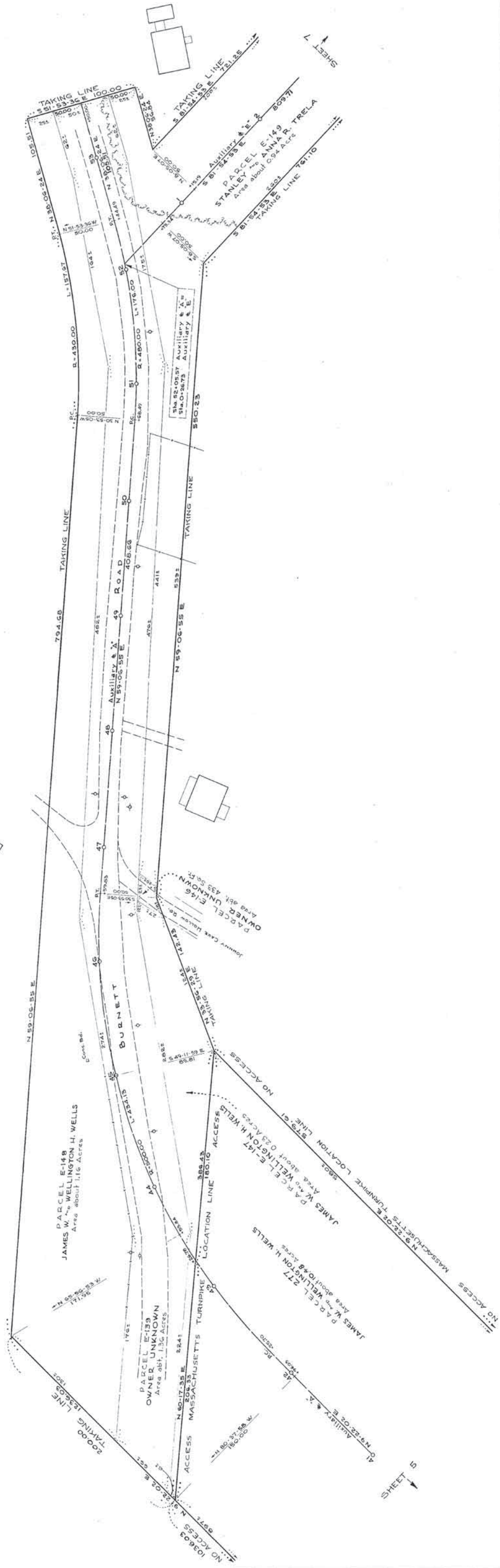
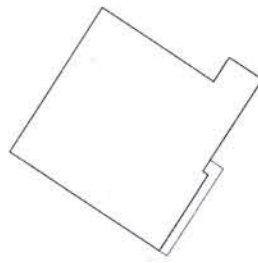
Member
MASSACHUSETTS TURNPIKE AUTHORITY
Approved: *[Signature]*
Hewitt Needles, Thomas R. Barnardott

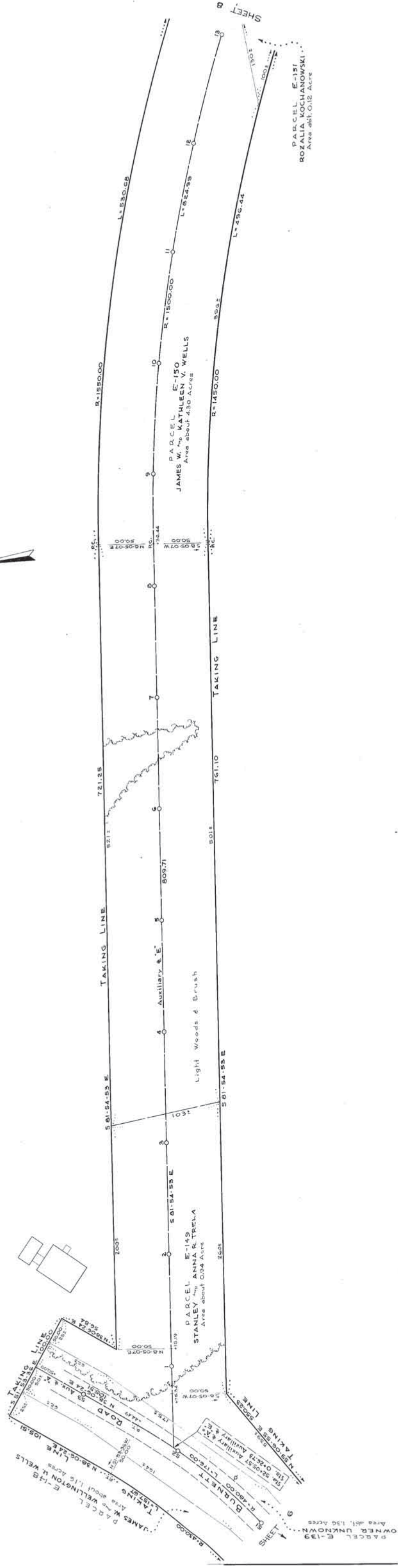


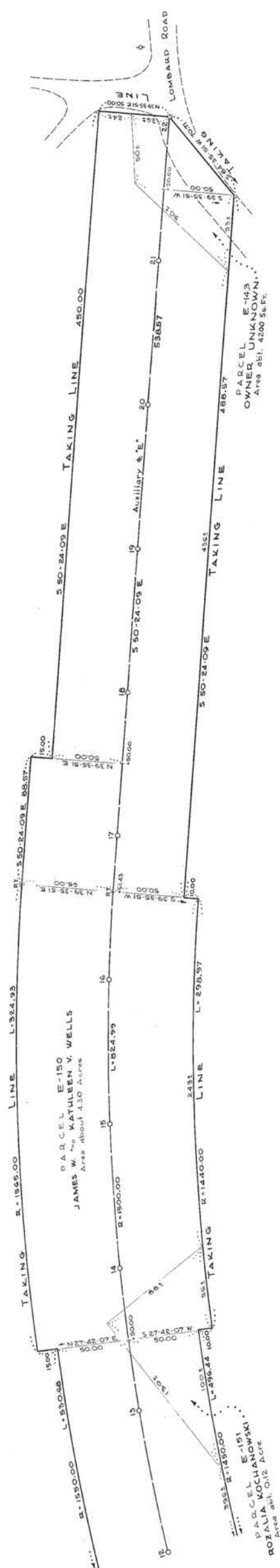




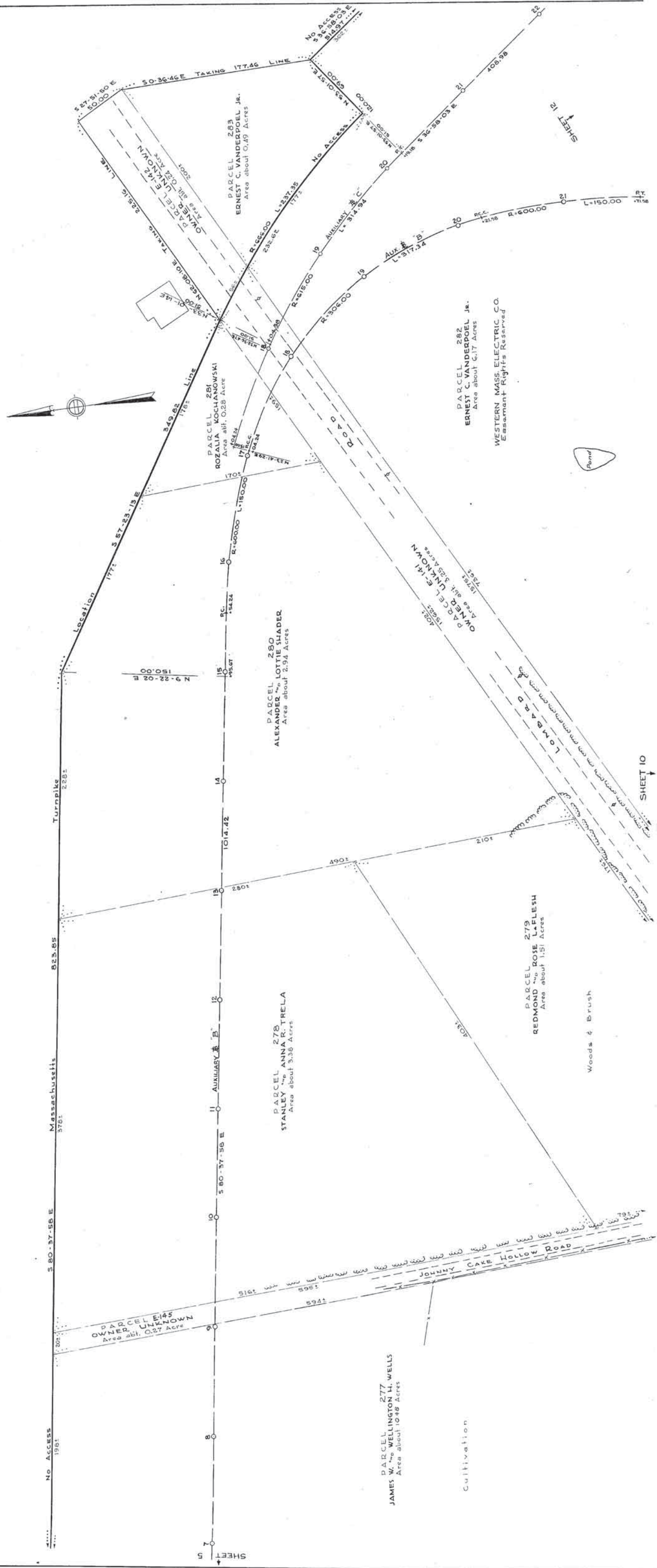


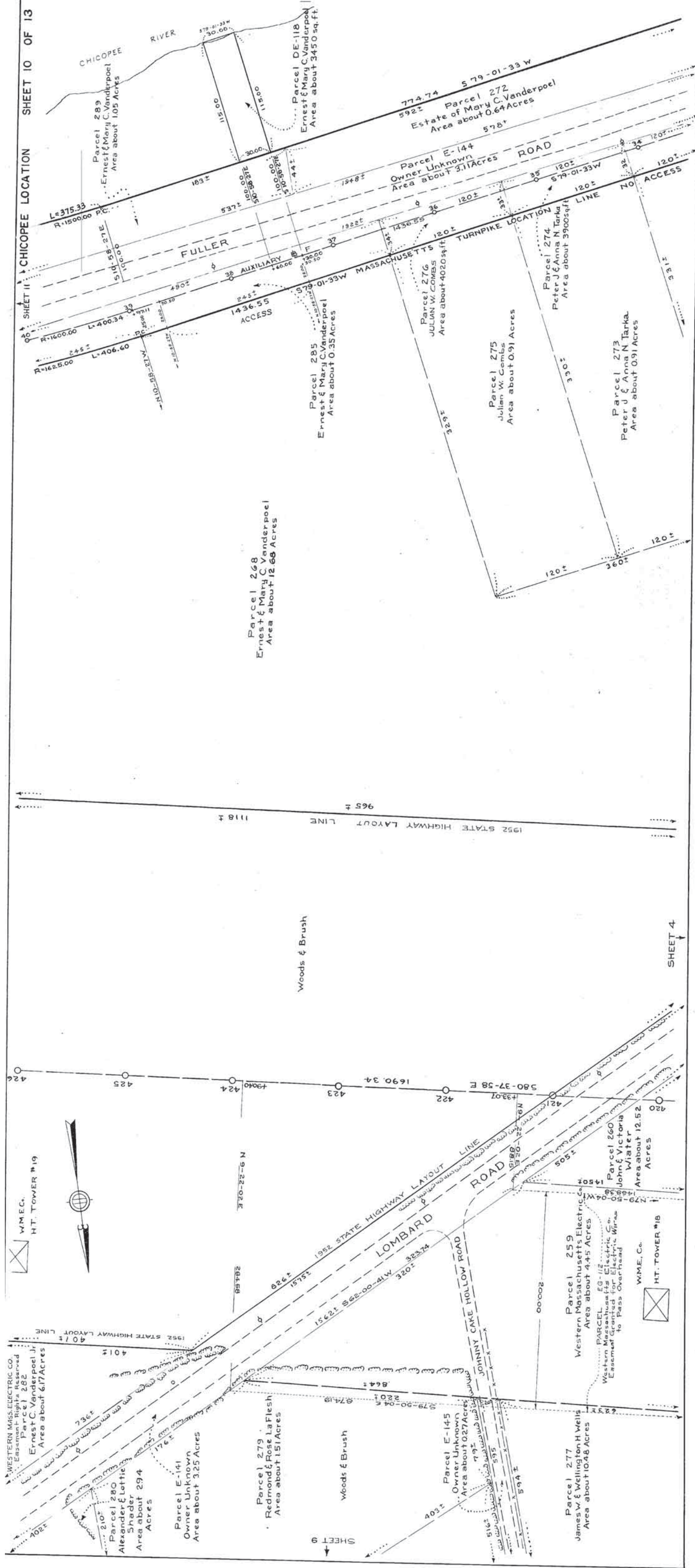


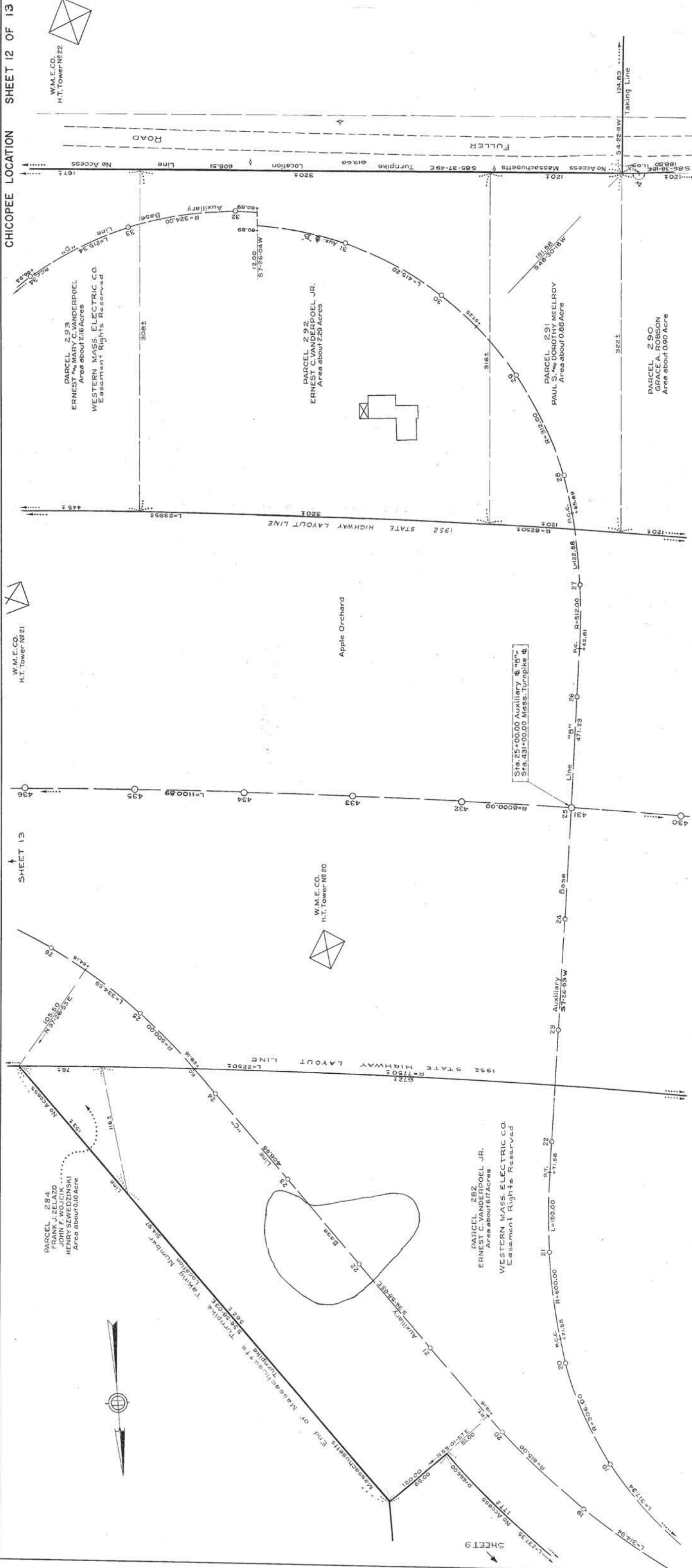


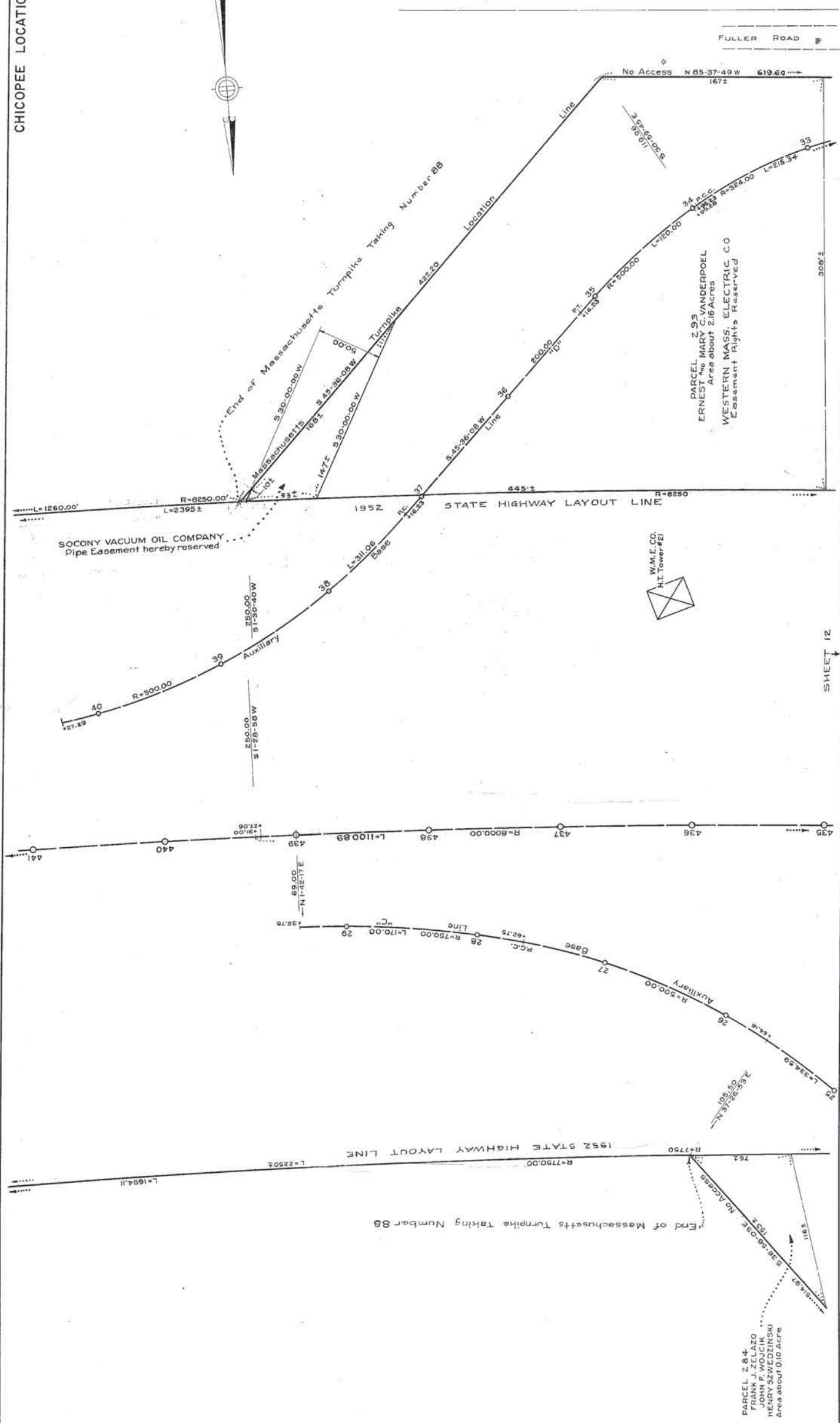


SHEET 7









W.M.E. CO.
H.T. Tower #22

FULLER ROAD

PARCEL 293
ERNEST MARY C. VANDERPOEL
Area about 2.16 Acres
WESTERN MASS. ELECTRIC CO.
Easement Rights Reserved

W.M.E. CO.
H.T. Tower #21

SHEET 12

End of Massachusetts Turnpike Taking Number 88

PARCEL 284
FRANK J. ZELAZO
JOHN F. WOJCIK
HENRY SZWEDZINSKI
Area about 0.10 Acres

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 88

Commissioner SS.

City/Town Chicopee

August 12, 19 55 11:15 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 4, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city or town of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 88

City of Chicopee

County of Hampden

For the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, a road in the City of Chicopee, County of Hampden, for the purpose of constructing a section of the "Springfield Connection," so-called, with bridges appurtenant thereto carrying said Springfield Connection over Fuller Road and said express toll highway over said Springfield Connection; for the purpose of constructing certain ramps to connect the express toll highway with said Springfield Connection; for the purpose of constructing certain ramps connecting Fuller Road with said Springfield Connection; for the purpose of constructing a "Turnaround" at the intersection of Lombard Road with the northerly location line of said express toll highway, said Lombard Road here becoming "dead end;" for the purpose of changing the grade, alignment and location of Fuller Road as necessary to accommodate the same to the aforesaid Springfield Connection and for the purpose of performing such other work as necessary to carry out the provisions of Chapter 354 of the Acts of 1952; the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take under the provisions of Chapter 79 of the General Laws and of said Chapter 354 of the Acts of 1952, all the lands within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers and other appurtenances for the conveyance of electricity and for telephone communication located therein) situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple (with the exception of Parcels E-138, E-139, E-140, E-141, E-142,

E-143, E-144, E-145, E-146, E-147, E-148, E-149, E-150, E-151, DE-117, DE-118 and DE-119 hereinafter described, in which easements are hereby taken) the supposed owners thereof being set forth in the schedule of awards hereinafter contained excepting and reserving from the rights hereintaken all easements, licenses and permits (unless otherwise noted below) for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas, and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

The easement rights enjoyed by the Western Massachusetts Electric Company previous to the date of this instrument within the confines of Parcels No. 258, 282, and 293 of the takings hereinafter listed are retained.

The easement rights enjoyed by the Western Massachusetts Electric Company previous to the date of this instrument within the confines of Parcel No. 259 of the takings hereinafter listed are expressly included in the aforesaid rights hereintaken.

The easement rights enjoyed by the Socony Vacuum Oil Company previous to the date of this instrument within the confines of Parcel No. 293 of the takings hereinafter listed are retained, said rights being those pertaining to its pipeline located therein.

Except as hereinbefore noted, however, all easements, licenses and permits existing prior to the date of this instrument within the limits of said express toll highway taking are expressly included in the rights herein taken.

The express toll highway taking is for a portion of the Massachusetts Turnpike about $3/4$ of a mile in length and begins at the easterly end of the

Massachusetts Turnpike Taking No. 75, extending thence easterly to a point on the 1952 State highway layout about 0.35 of a mile easterly of Lombard Road, so-called.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point at the easterly end of the aforementioned Massachusetts Turnpike Taking No. 75 said point being shown on a plan hereinafter referred to as station 224 + 00, said station also being identical with the easterly end of the main base line of the said Massachusetts Turnpike Taking No. 75.

From said point of beginning, the main base line extends easterly by a curve to the left of 6000.00 feet radius, 1210.33 feet to a point of tangent shown on said plan as station 236 + 10.33, being station 411 + 39.77 for the line ahead as shown on said plan, thence extends south $80^{\circ}-37'-58''$ east 1690.34 feet to a point of curve shown on said plan as station 428 + 30.11; thence extends by a curve to the left of 8000.00 feet radius 1100.89 feet to a point at the end of the said main base line and shown on said plan as station 439 + 31.00.

An auxiliary base line "A" of the express toll highway taking begins at a point shown on said plan referred to as station 19 + 86.02 said point being identical with station 30 + 00.00 of the auxiliary base line "F" hereinafter described; from said point of beginning the said auxiliary base line "A" extends north $9^{\circ}-55'-58''$ east 414.08 feet to an angle point shown on said plan as station 24 + 00.10; thence extends north $9^{\circ}-22'-02''$ east 1419.90 feet to a point shown on said plan as station 38 + 20.00, thence extends north $80^{\circ}-37'-58''$ west 18.00 feet to a point also shown on said plan as station 38 + 20.00; thence extends north $9^{\circ}-22'-02''$ east 405.70 feet to a point of curve shown on said plan as station 42 + 25.70; thence extends by a curve to the right of 500.00 feet radius, 434.13 feet to a point of tangent shown on said plan as station 46 + 59.83; thence extends north $59^{\circ}-06'-55''$ east 408.66 feet to a point of curve shown on said plan as station 50 + 68.49; thence extends by a curve to the left of 480.00 feet radius, 176.00 feet to a point of tangent shown on said plan as station 52 + 44.49; thence extends north $38^{\circ}-06'-24''$ east, 105.51 feet to a point on Burnett Road shown on said plan as station 53 + 50, said point being the end of the said auxiliary base line "A".

Note: Station 30 + 00.00 of the said auxiliary base line "A" as shown on said plan is identical with station 416 + 84.30 of the main base line hereinbefore described; station 37 + 10.00 of the said auxiliary base line "A" as shown on said plan is identical with station 5 + 39.82 of the auxiliary base line "B" hereinafter described; station 52 + 05.57 of the said auxiliary base line "A" as shown on said plan is identical with station 0 + 26.73 of the auxiliary base line "E" hereinafter described.

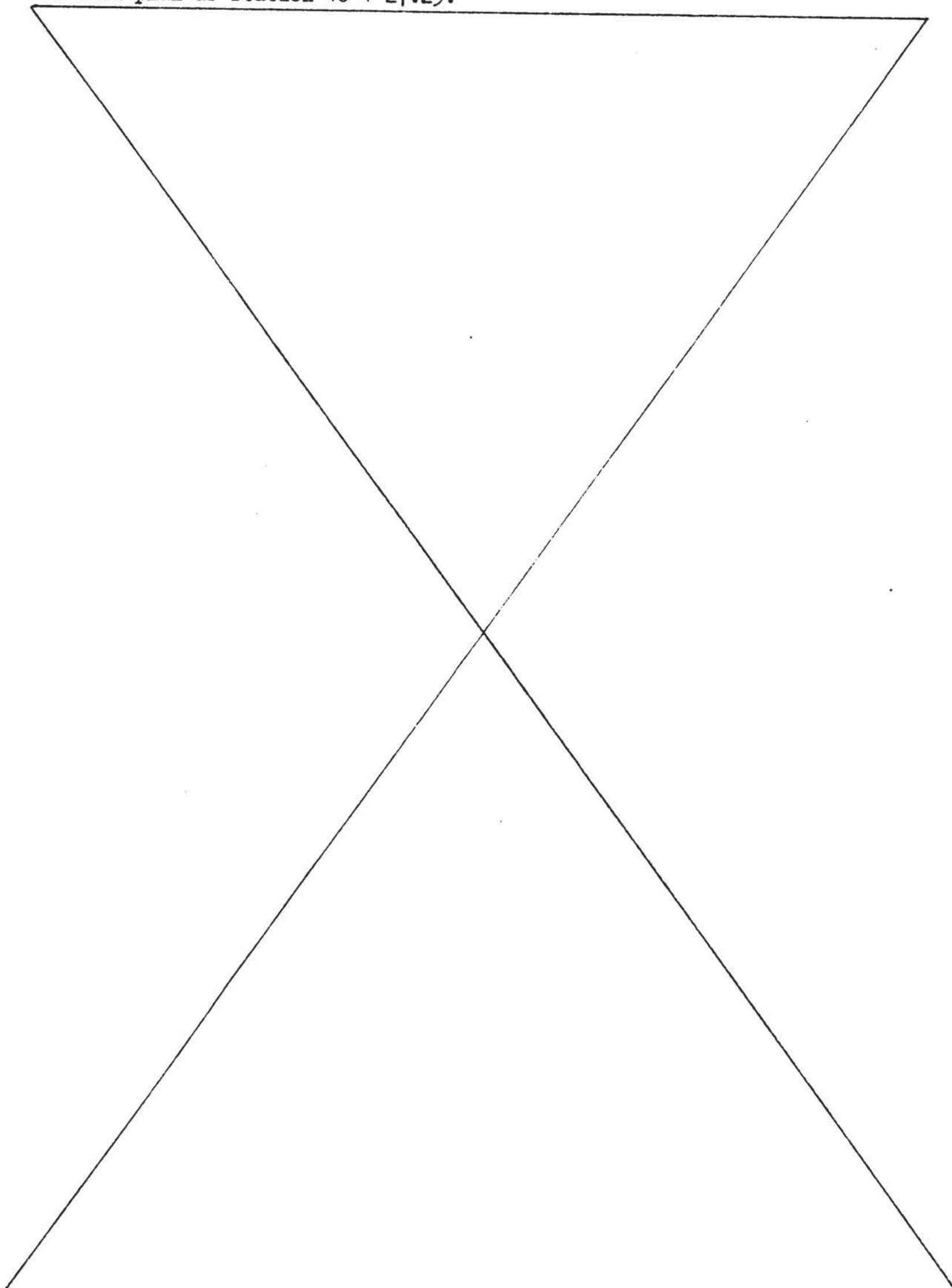
An auxiliary base line "B" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station 5 + 39.82, said point being identical with station 37 + 10.00 of the hereinbefore described auxiliary base line "A"; from said point of beginning the said auxiliary base line "B" extends south $80^{\circ}-37'-58''$ east 1014.42 feet to a point shown on said plan as station 15 + 54.24; thence extends by a curve to the right of 600.00 feet radius, 150.00 feet to a point of curve shown on said plan as station 17 + 02.24 said point bearing south $23^{\circ}-41'-29''$ west and 15.00 feet distant from station 17 + 04.24 of the beginning of the auxiliary base line "C" of the express toll highway hereinafter described; thence extends by a curve to the right of 306.00 feet radius 317.34 feet to a point shown on said plan as station 20 + 21.58; thence extends southerly by a curve to the right of 600.00 feet radius 150.00 feet to a point of tangent shown on said plan as station 21 + 71.58; thence extends south $7^{\circ}-26'-03''$ west, 471.23 feet to a point of curve shown on said plan as station 26 + 42.81; thence extends by a curve to the left of 512.00 feet radius, 122.88 feet to a point of curve shown on said plan as station 27 + 65.69; thence extends by a curve to the left of 312.00 feet radius 415.20 feet to a point at the end of the said auxiliary base line "B", said point shown on said plan as station 31 + 80.89, said point bearing north $7^{\circ}-26'-04''$ east and 12.00 feet distant from station 31 + 80.89 of the beginning of the auxiliary base line "D" of the express toll highway hereinafter described and as shown on said plan.

Note: Station 25 + 00.00 of the said auxiliary base line "B" is identical with station 431 + 00.00 of the main base line hereinbefore described.

An auxiliary base line "C" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station 17 + 04.24 and bearing north $23^{\circ}-41'-29''$ east and 15.00 feet distant from station 17 + 04.24 of auxiliary base line "B" hereinbefore described. From said point of beginning the said auxiliary base line "C" extends southeasterly by a curve to the right of 615.00 feet radius, 314.94 feet to a point of tangent shown on said plan as station 20 + 19.18; thence extends south $36^{\circ}-58'-03''$ east 408.98 feet to a point of curve shown on said plan as station 24 + 28.16; thence extends by a curve to the left of 500.00 feet radius, 334.59 feet to a point of curve shown on said plan as station 27 + 62.75; thence extends by another curve to the left of 750.00 feet radius, 170.00 feet to a point shown on said plan as station 29 + 32.75 marking the end of said auxiliary base line "C", said point also bearing north $1^{\circ}-42'-17''$ east and 69.00 feet distant from station 439 + 00.00 of the main base line hereinbefore described.

An auxiliary base line "D" of the express toll highway taking begins at a point shown on a plan hereinafter referred to as station 31 + 80.89 and bearing south $7^{\circ}-26'-04''$ west and 12.00 feet distant from station 31 + 80.89 of the auxiliary base line "B" hereinbefore described. From said point of beginning the said auxiliary base line "D" extends easterly to northeasterly by a curve to the left of 324.00 feet radius, 215.34 feet to a point of curve shown on said plan as station 33 + 96.23; thence extends northeasterly by a curve to the left of 500.00 feet radius, 120.00 feet to a point of tangent

shown on said plan as station 35 + 16.23; thence extends north $45^{\circ}-36'-08''$ east, 200.00 feet to a point of curve shown on said plan as station 37 + 16.23; thence extends by a curve to the right of 500.00 feet radius, 311.06 feet to a point marking the end of said auxiliary base line "D" and shown on said plan as station 40 + 27.29.



An auxiliary base line "E" of the express toll highway taking begins at a point on Burnett Road shown on a plan hereinafter referred to as station 0 + 26.73; said point being identical with station 52 + 05.57 of the auxiliary base line "A" hereinbefore described. From said point of beginning the said auxiliary base line "E" extends south $81^{\circ}-54'-53''$ east 809.71 feet to a point of curve shown on said plan as station 8 + 36.44; thence extends by a curve to the right of 1500.00 feet radius, 824.99 feet to a point of tangent shown on said plan as station 16 + 61.43; thence extends south $50^{\circ}-24'-09''$ east 538.57 feet to a point marking the end of the said auxiliary base line "E" and shown on said plan as station 22 + 00.00.

An auxiliary base line "F" of the express toll highway taking begins at a point on Fuller Road, about 1200.00 feet westerly of the proposed center line of the Springfield Connection, shown on a plan hereinafter referred to as station 18 + 00.00. From said point of beginning the said auxiliary base line "F" extends south $55^{\circ}-59'-52''$ east 111.07 feet to a point of curve shown on said plan as station 19 + 11.07; thence extends by a curve to the left of 700.00 feet radius, 549.49 feet to a point of tangent shown on said plan as station 24 + 60.56; thence extends north $79^{\circ}-01'-33''$ east 1436.55 feet to a point of curve shown on said plan as station 38 + 97.11; thence extends by a curve to the right of 1600.00 feet radius, 400.34 feet to a point of tangent shown on said plan as station 42 + 97.45; thence extends south $86^{\circ}-38'-16''$ east 199.15 feet to a point marking the end of said auxiliary base line "F" and shown on said plan as station 44 + 96.60.

The northerly location line of the express toll highway taking begins at point on the easterly end of the northerly location line of the Massachusetts Turnpike Taking No. 75 said point bearing north $20^{\circ}-55'-31''$ east and 200.00 feet distant from station 224 + 00.00 of the main base line hereinbefore described and as shown on a plan hereinafter referred to; thence extends easterly by a curve to the left of 5800.00 feet radius 96.67 feet to a point bearing north $19^{\circ}-57'-13''$ east and 200.00 feet distant from station 225 + 00.00 of the said main base line; thence extends north $19^{\circ}-57'-13''$ east 25.00 feet to a point bearing north $19^{\circ}-57'-13''$ east and 225.00 feet distant from said station 225 + 00.00; thence extends easterly by a curve to the left of 5775.00 feet radius, 288.75 feet to a point bearing north $17^{\circ}-06'-20''$ east and 225.00 feet distant from station 228 + 00.00 of the said main base line; thence extends south $17^{\circ}-06'-20''$ west 25.00 feet to a point bearing north $17^{\circ}-06'-20''$ east and 200.00 feet distant from said station 228 + 00.00; thence extends easterly by a curve to the left of 5800.00 radius, 401.17 feet to a point bearing north $13^{\circ}-08'-33''$ east and 200.00 feet distant from station 232 + 15.00 of the said main base line; thence extends south $13^{\circ}-08'-33''$ west 40.00 feet to a point bearing north $13^{\circ}-08'-33''$ east and 160.00 feet distant from said station 232 + 15.00; thence extends easterly by a curve to the left of 5840.00 feet radius 384.79 feet to a point bearing north $9^{\circ}-22'-02''$ east and 160.00 feet distant from station 236 + 10.33 of the said main base line being station 411 + 39.77 for the line ahead; thence extends south $80^{\circ}-37'-58''$ east 376.53 feet to a point bearing north $9^{\circ}-22'-02''$ east and 160.00 feet distant from station 415 + 16.30 of the said main base line; thence extends north $9^{\circ}-22'-02''$ east 1036.03 feet

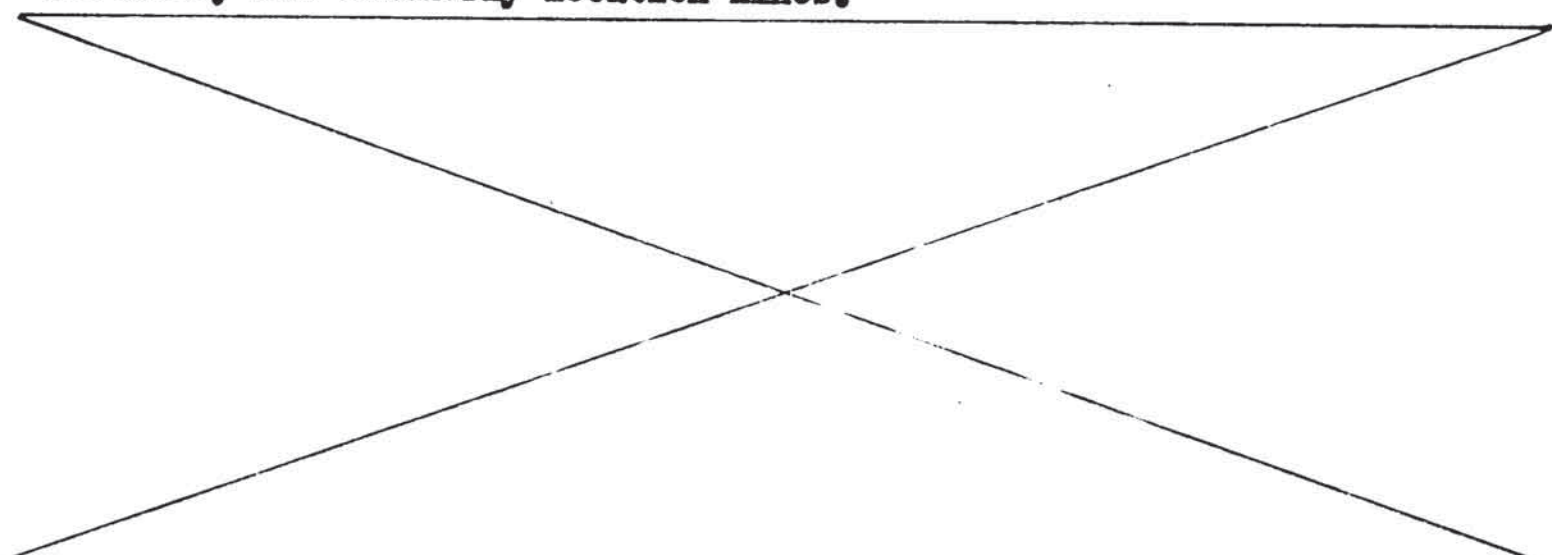
to a point bearing north $80^{\circ}-57'-58''$ west and 150.00 feet distant from station $41 + 96.03$ of auxiliary base line "A" hereinbefore described and as shown on a plan hereinafter referred to; thence extends north $60^{\circ}-17'-35''$ east 386.43 feet to a point bearing south $49^{\circ}-11'-59''$ east and 89.81 feet distant from station $45 + 00.00$ of the said auxiliary base line "A"; thence extends south $9^{\circ}-22'-02''$ west 579.61 feet to a point bearing north $9^{\circ}-22'-02''$ east and 150.00 feet distant from station $6 + 71.82$ of auxiliary base line "B" hereinbefore described and as shown on a plan hereinafter referred to; thence extends south $80^{\circ}-37'-58''$ east, 823.85 feet to a point bearing north $9^{\circ}-22'-02''$ east and 150.00 feet distant from station $14 + 95.67$ of the said auxiliary base line "B"; thence extends south $57^{\circ}-23'-13''$ east 349.82 feet to a point bearing north $32^{\circ}-37'-47''$ east and 51.00 feet distant from station $18 + 00.00$ of auxiliary base line "C" hereinbefore described and as shown on a plan hereinafter referred to; thence extends by a curve to the right of 666.00 feet radius, 237.35 feet to a point bearing north $53^{\circ}-01'-57''$ east and 51.00 feet distant from station $20 + 19.18$ of the said auxiliary base line "C"; thence extends north $53^{\circ}-01'-57''$ east 69.00 feet to a point bearing north $53^{\circ}-01'-57''$ east and 120.00 feet distant from said station $20 + 19.18$; thence extends south $36^{\circ}-58'-03''$ east 514.97 feet to a point on the northerly location line of the 1952 State Highway Layout, said point bearing north $37^{\circ}-26'-53''$ east and 105.50 feet distant from station $25 + 64.16$ of the said auxiliary base line "C", said point marking the end of the herein described northerly location line of the said express toll highway.

The southerly location line of the express toll highway taking begins at a point on the easterly end of the southerly location line of the Massachusetts Turnpike Taking No. 75, said point bearing south $20^{\circ}-55'-31''$ west and 200.00 feet distant from station $224 + 00.00$ of the main base line hereinbefore described and as shown on a plan hereinafter referred to; thence extends north $20^{\circ}-55'-31''$ east 35.00 feet to a point bearing south $20^{\circ}-55'-31''$ west and 165.00 feet distant from said station $224 + 00.00$; thence extends easterly by a curve to the left of 6,165.00 feet radius 1,243.61 feet to a point of tangent bearing south $9^{\circ}-22'-02''$ west and 165.00 feet distant from station $236 + 10.33$ of the said main base line being station $411 + 39.77$ for the line ahead; thence extends south $80^{\circ}-37'-58''$ east 160.23 feet to a point bearing south $9^{\circ}-22'-02''$ west and 165.00 feet distant from station $413 + 00.00$ of the said main base line; thence extends south $34^{\circ}-54'-04''$ west 1077.63 feet to a point bearing north $18^{\circ}-32'-17''$ east and 100.00 feet distant from station $21 + 00.00$ of the hereinbefore described auxiliary base line "F" and shown on a plan hereinafter referred to; thence extends northwesterly by a curve to the right of 600.00 feet radius 161.94 feet to a point bearing north $34^{\circ}-00'-08''$ east and 100.00 feet distant from station $19 + 11.07$ of the said auxiliary base line "F"; thence extends north $55^{\circ}-59'-52''$ west 111.07 feet to a point bearing north $34^{\circ}-00'-08''$ east and 100.00 feet distant from station $18 + 00.00$ of the said auxiliary base line "F"; thence extends south $34^{\circ}-00'-08''$ west 75.00 feet to a point bearing north $34^{\circ}-00'-08''$ east and 25.00 feet distant from said station $18 + 00.00$; thence extends south $55^{\circ}-59'-52''$ east 111.07 feet to a point bearing north $34^{\circ}-00'-08''$ east and 25.00 feet distant from the aforesaid station $19 + 11.07$; thence extends by a curve to the left of 675.00 feet radius, 529.87 feet to a point of tangent

bearing north $10^{\circ}-58'-27''$ west and 25.00 feet distant from station $24 + 60.56$ of the said auxiliary base line "F"; thence extends north $79^{\circ}-01'-33''$ east 1436.55 feet to a point of curve bearing north $10^{\circ}-58'-27''$ west and 25.00 feet distant from station $38 + 97.11$ of the said auxiliary base line "F"; thence extends by a curve to the right of 1625.00 feet radius, 406.60 feet to a point of tangent bearing north $3^{\circ}-21'-44''$ east and 25.00 feet distant from station $42 + 97.45$ of the said auxiliary base line "F"; thence extends south $86^{\circ}-38'-16''$ east 188.50 feet to an angle point bearing north $3^{\circ}-21'-44''$ east and 25.00 feet distant from station $44 + 85.95$ of the said auxiliary base line "F"; thence extends south $85^{\circ}-37'-49''$ east 619.60 feet to a point bearing south $30^{\circ}-59'-45''$ east and 119.96 feet distant from station $33 + 99.28$ of the auxiliary base line "D" hereinbefore described and shown on a plan hereinafter referred to; thence extends north $45^{\circ}-36'-08''$ east, 422.20 feet to a point on the southerly location line of the 1952 State Highway Layout, said point bearing south $1^{\circ}-30'-40''$ west and 250.00 feet distant from station $439 + 31.00$ of the said main base line, said point marking the end of the herein described southerly location line of the said express toll highway.

The westerly end of the express toll highway taking is defined by a line extending from the point of beginning of the above described northerly location line, south $20^{\circ}-55'-31''$ west along the line defining the easterly end of Taking No. 75 hereinbefore mentioned, 365.00 feet to a point in the above described southerly location line bearing south $20^{\circ}-55'-31''$ west and 165.00 feet distant from the point of beginning of the main base line hereinbefore described, shown on plan as station $224 + 00$.

The easterly end of the express toll highway taking abuts the location of the 1952 State Highway Layout between the southeasterly side of Lombard Road and the points of ending of the above-described northerly and southerly location lines.



The location lines of the section of express toll highway hereinbefore described are further defined by bounds set thereon at angle points, points of curvature, at the beginning and end thereof, also at intermediate points on the southerly location line only opposite and 165.00 feet distant from station 232 + 15.00 of the aforesaid main base line and opposite and 25.00 feet distant northerly of station 32 + 00 of the aforesaid auxiliary base line "F".

Access to and egress from the express toll highway taking hereinbefore described is restricted, being permitted across the location lines and taking lines hereinbefore described only at the places and for the purposes hereinafter specified and subject to tolls and regulations of the Massachusetts Turnpike Authority.

1. Access to and egress from said express toll highway taking is allowed across the line defining the westerly end thereof, as hereinbefore described.

2. Access to and egress from said express toll highway taking is allowed across the hereinbefore described northerly location line between a point thereon bearing north $80^{\circ}-37'-58''$ west and 150.00 feet distant from station 41 + 96.03 of auxiliary base line "A" hereinbefore described, and a point on said location line bearing south $49^{\circ}-11'-59''$ east and 89.81 feet distant from station 45 + 00 of said auxiliary base line "A".

3. Access to and egress from said express toll highway taking is allowed (by means of the aforesaid ramps, connecting Fuller Road with the Springfield Connection) across the hereinbefore described southerly location line between a point thereon bearing north $10^{\circ}-58'-27''$ west and 25.00 feet distant from station 25 + 04.64 of auxiliary base line "F" hereinbefore described and a point on said location line bearing north

10°-58'-27" west and 25.00 feet distant from station 26 + 44.64 of said auxiliary base line "F"; also between a point on said southerly location line bearing north 10°-58'-27" west and 25.00 feet distant from station 37 + 30.50 of said auxiliary base line "F" and a point on said location line bearing north 10°-58'-27" west and 25.00 feet distant from station 38 + 70.50 of said auxiliary base line "F".

4. The right of the public to cross said southerly location line via the Springfield Connection and use of the aforesaid bridge over Fuller Road is hereby recognized.

In connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore described, it is necessary to change the grade and alignment and to widen the location of a portion of Fuller Road to accommodate the same to the construction of a bridge thereover, and to ramps connecting Fuller Road with the aforesaid Springfield Connection, both being appurtenant to the grade separation at the express toll highway by which the same is to extend over said Springfield Connection.

The taking line for said widening of the location of Fuller Road begins at a point on the hereinbefore described southerly location line of the express toll highway, bearing north 34°-00'-08" east and 25.00 feet distant from the point of beginning of auxiliary base line "F", also hereinbefore described, shown on the plan hereinafter referred to as station 18, and extends thence, leaving said southerly location line, south 34°-00'-08" west 125.00 feet to a point bearing south 34°-00'-08" west and 100.00 feet distant from said station 18, thence south 55°-59'-52" east 111.07 feet to a point bearing south 34°-00'-08" west and 100.00 feet distant from station

19 + 11.07 of said auxiliary base line "F", thence by a curve to the left of 800.00 feet radius 627.99 feet to a point bearing south $10^{\circ}-58'-27''$ east and 100.00 feet distant from station 24 + 60.56 of said auxiliary base line "F", thence north $79^{\circ}-01'-33''$ east 89.43 feet to a point bearing south $10^{\circ}-58'-27''$ east and 100.00 feet distant from station 25 + 50.00 of said auxiliary base line "F"; thence north $10^{\circ}-58'-27''$ west 5.00 feet to a point bearing south $10^{\circ}-58'-27''$ east and 95.00 feet distant from said station 25 + 50.00, thence north $79^{\circ}-01'-33''$ east 60.00 feet to a point bearing south $10^{\circ}-58'-27''$ east and 95.00 feet distant from station 26 + 10.00 of said auxiliary base line "F", thence south $10^{\circ}-58'-27''$ east 5.00 feet to a point bearing south $10^{\circ}-58'-27''$ east and 100.00 feet distant from said station 26 + 10.00, thence north $79^{\circ}-01'-33''$ east 191.23 feet to a point bearing south $9^{\circ}-55'-58''$ west and 107.05 feet distant from station 28 + 39.43 of said auxiliary base line "F", thence north $9^{\circ}-55'-58''$ east 56.51 feet to a point bearing south $9^{\circ}-55'-58''$ west and 50.54 feet distant from said station 28 + 39.43, thence north $79^{\circ}-01'-33''$ east 321.14 feet to a point bearing south $9^{\circ}-55'-58''$ west and 50.54 feet distant from station 31 + 60.57 of said auxiliary base line "F", thence south $9^{\circ}-55'-58''$ west 56.51 feet to a point bearing south $9^{\circ}-55'-58''$ west and 107.05 feet distant from said station 31 + 60.57, thence north $79^{\circ}-01'-33''$ east 774.74 feet to a point bearing south $10^{\circ}-58'-27''$ east and 100.00 feet distant from station 38 + 97.11 of said auxiliary base line "F", thence by a curve to the right of 1500.00 feet radius 375.33 feet to a point bearing south $3^{\circ}-21'-44''$ west and 100.00 feet distant from station 42 + 97.45 of said auxiliary base line "F", thence south $86^{\circ}-38'-16''$ east 197.39 feet to a point bearing south $4^{\circ}-22'-11''$ west and 100.02 feet

distant from the point of ending of said auxiliary base line "F" shown on said plan as station 44 + 96.60, thence north $4^{\circ}-22'-11''$ east (crossing Fuller Road) 124.83 feet to a point again on the southerly location line of the express toll highway, bearing north $4^{\circ}-22'-11''$ east and 24.81 feet distant from said station 44 + 96.60, thence following said southerly location line, north $85^{\circ}-37'-49''$ west 11.09 feet, thence north $86^{\circ}-38'-16''$ west 188.50 feet, thence by a curve to the left of 1625.00 feet radius 406.60 feet, thence south $79^{\circ}-01'-33''$ west 1436.55 feet, thence by a curve to the right of 675.00 feet radius 529.87 feet and thence north $55^{\circ}-59'-52''$ west 111.07 feet to the point of beginning above described.

The taking line above described is further defined by bounds set thereon at angle points and points of curvature.

In connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore described, it is determined that a location be provided for the aforesaid "Springfield Connection" between said express toll highway taking and Lombard Road, which location, as herein provided, in part incorporates a portion of Burnett Road therein in part is on new location; and begins on the northerly location line of said express toll highway at station 43 + 26.78 of auxiliary base line "A" hereinbefore described, extending thence northerly, northeasterly, easterly and southeasterly about 0.58 of a mile to a point on Lombard Road about 0.3 of a mile northeasterly of its intersection with said northerly location of the express toll highway.

The taking line for said Springfield Connection location outside the express toll highway taking begins at a point on the northerly location line of said express toll highway bearing north $80^{\circ}-37'-57''$ west and 150.00

feet distant from station 41 + 96.03 of said auxiliary base line "A", and extends thence, leaving said northerly location line, north 9°-22'-02" east 200.00 feet to a point bearing north 65°-56'-53" west and 171.95 feet distant from station 43 + 53.84 of said auxiliary base line "A", thence north 59°-06'-55" east 794.68 feet to a point bearing north 30°-53'-05" west and 50.00 feet distant from station 50 + 68.49 of said auxiliary base line "A", thence by a curve to the left of 430.00 feet radius, 157.67 feet to a point bearing north 51°-53'-36" west and 50.00 feet distant from station 52 + 44.49 of said auxiliary base line "A", thence north 38°-06'-24" east 105.51 feet to a point bearing north 51°-53'-36" west and 50.00 feet distant from the point of ending of said auxiliary base line "A" shown on plan as station 53 + 50.00, thence south 51°-53'-36" east (crossing Burnett Road) 100.00 feet to a point bearing south 51°-53'-36" east and 50.00 feet distant from said station 53 + 50.00, thence south 38°-06'-24" west 56.84 feet to a point bearing north 8°-05'-07" east and 50.00 feet distant from station 1 + 15.19 of auxiliary base line "E" hereinbefore described, thence south 81°-54'-53" east 721.25 feet to a point bearing north 8°-05'-07" east and 50.00 feet distant from station 8 + 36.44 of said auxiliary base line "E", thence by a curve to the right of 1550.00 feet radius 530.68 feet to a point bearing north 27°-42'-07" east and 50.00 feet distant from station 13 + 50.00 of said auxiliary base line "E", thence north 27°-42'-07" east 15.00 feet to a point bearing north 27°-42'-07" east and 65.00 feet distant from said station 13 + 50.00, thence southeasterly by a curve to the right (parallel to said auxiliary base line E and 65.00 feet distant therefrom) of 1565.00 feet radius 324.93 feet to a point bearing north 39°-35'-51" east and 65.00 feet distant from station 16 + 61.43 of said auxiliary base

line "E", thence south $50^{\circ}-24'-09''$ east 88.57 feet to a point bearing north $39^{\circ}-35'-51''$ east and 65.00 feet distant from station 17 + 50.00 of said auxiliary base line "E", thence south $39^{\circ}-35'-51''$ west 15.00 feet to a point bearing north $39^{\circ}-35'-51''$ east and 50.00 feet distant from said station 17 + 50.00, thence south $50^{\circ}-24'-09''$ east 450.00 feet to a point bearing north $39^{\circ}-35'-51''$ east and 50.00 feet distant from the point of ending of auxiliary base line "E" shown on plan as station 22, thence south $39^{\circ}-35'-51''$ west 50.00 feet to a point in Lombard Road at said station 22, thence extending by Lombard Road south $84^{\circ}-35'-51''$ west 70.71 feet to a point bearing south $39^{\circ}-35'-51''$ west and 50.00 feet distant from station 21 + 50.00 of said auxiliary base line "E", thence north $50^{\circ}-24'-09''$ west 488.57 feet to a point bearing south $39^{\circ}-35'-51''$ west and 50.00 feet distant from the aforesaid station 16 + 61.43 of auxiliary base line "E", thence south $39^{\circ}-35'-51''$ west 10.00 feet to a point bearing south $39^{\circ}-35'-51''$ west and 60.00 feet distant from said station 16 + 61.43, thence northwesterly by a curve to the left (parallel to said auxiliary base line "E" and 60.00 feet distant therefrom) of 1440.00 feet radius 298.97 feet to a point bearing south $27^{\circ}-42'-07''$ west and 60.00 feet distant from the aforesaid station 13 + 50.00 of said auxiliary base line "E", thence north $27^{\circ}-42'-07''$ east 10.00 feet to a point bearing south $27^{\circ}-42'-07''$ west and 50.00 feet distant from said station 13 + 50.00, thence northwesterly by a curve to the left (parallel to said auxiliary base line "E" and 50.00 feet distant therefrom) of 1450.00 feet radius 496.44 feet, to a point bearing south $8^{\circ}-05'-07''$ west and 50.00 feet distant from the aforesaid station 8 + 36.44 of auxiliary base line "E", thence north $81^{\circ}-54'-53''$ west 761.10 feet to a point bearing south $8^{\circ}-05'-07''$ west and 50.00 feet distant from station 0 + 75.34 of said

auxiliary base line "E", thence south $59^{\circ}-06'-55''$ west 550.23 feet to a point bearing south $30^{\circ}-53'-05''$ east and 50.00 feet distant from station 46 + 59.83 of auxiliary base line "A" hereinbefore described, thence south $33^{\circ}-56'-29''$ west 142.43 feet to a point again on the northerly location line of the aforesaid express toll highway bearing south $49^{\circ}-11'-59''$ east and 89.81 feet distant from station 45 + 00.00 of said auxiliary base line "A", thence following said northerly location line, south $60^{\circ}-17'-35''$ west 386.43 feet to the point of beginning, above described.

The taking line above described is further defined by bounds set thereon at angle points and points of curvature.

In connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore described, it is deemed necessary to "dead end" Lombard Road at its intersection with the northerly side of the aforesaid express toll highway taking. As appurtenant thereto, a "turnaround" is to be constructed at this locus, necessitating the taking of two parcels of land, designated on the plan hereinafter referred to as Parcels 283 and E-142, the former being in fee simple and the latter being an easement only; the taking line for the foregoing being described as follows:

Beginning at a point on the northerly location line of said express toll highway bearing north $33^{\circ}-01'-14''$ east and 51.00 feet distant from station 18 + 04.38 of auxiliary base line "C" hereinbefore described and extending thence, leaving said northerly location line, north $62^{\circ}-08'-10''$ east 225.16 feet, thence south $27^{\circ}-51'-50''$ east (crossing Lombard Road) 50.00 feet, thence south $0^{\circ}-36'-46''$ east 177.46 feet to a point again on the aforesaid northerly location line of the express toll

highway, bearing north $53^{\circ}-01'-57''$ east and 120.00 feet distant from station 20 + 19.18 of said auxiliary base line "C", thence following said northerly location line south $53^{\circ}-01'-57''$ west 69.00 feet to a point bearing north $53^{\circ}-01'-57''$ east and 51.00 feet distant from said station 20 + 19.18, thence northwesterly by a curve to the left (parallel to said auxiliary base line "C" and 51.00 feet distant therefrom) of 666.00 feet radius 232.62 feet to the point of beginning above described.

The taking line above described is further defined by bounds set thereon at angle points and points of curvature.

In connection with the hereinbefore described widening and alteration of Fuller Road, it is necessary to construct drainage structures outside the limits of the hereinbefore described taking lines thereof, for which purpose permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in three parcels of land designated on the plan hereinafter referred to as Parcels DE-117, DE-118 and DE-119.

Said easements consist of the right to enter on said land at any time to construct thereon and maintain and operate, drainage structures and to perform necessary work appurtenant thereto.

Said parcels of land within the boundaries of which said easements are confined are described as follows:

Parcel DE-117. A parcel of land 50 feet in width supposed to be owned by William J. and Isobel T. Johnston, located on the southerly side of Fuller Road; the boundary line of said parcel being described as follows:

Beginning at a point on the hereinbefore described taking line of Fuller Road, bearing south $15^{\circ}-28'-27''$ east and 100.31 feet distant from station 25 + 28.08 of auxiliary base line "F" hereinbefore described, and extending thence, leaving said taking line, south $15^{\circ}-28'-27''$ east 258.07 feet to the Chicopee River, thence south $74^{\circ}-31'-33''$ west by said river 50.00 feet, thence leaving said river and extending north $15^{\circ}-28'-27''$ west 262.00 feet to a point again in said taking line of Fuller Road bearing south $15^{\circ}-28'-27''$ east and 100.31 feet distant from

station 24 + 77.92 of said auxiliary base line "F", thence, following said taking line north 79°-01'-33" east 50.15 feet to the point of beginning above described.

Said parcel contains about 0.30 of an acre.

Parcel DE-118. A parcel of land, 30.00 feet in width, supposed to be owned by Ernest and Mary C. Vanderpoel, located on the southerly side of Fuller Road; the boundary line of said parcel being described as follows:

Beginning at a point on the hereinbefore described taking line of Fuller Road, bearing south 10°-58'-27" east and 100.00 feet distant from station 37 + 60.00 of the aforesaid auxiliary base line "F" and extending thence, leaving said taking line, south 10°-58'-27" east, 115.00 feet to the Chicopee River, thence south 79°-01'-33" west, by said river, 30.00 feet, thence leaving said river and extending north 10°-58'-27" west 115.00 feet to a point again in said taking line of Fuller Road bearing south 10°-58'-27" east and 100.00 feet distant from station 37 + 30.00 of said auxiliary base line "F", thence, following said taking line, north 79°-01'-33" east 30.00 feet to the point of beginning above described.

Said parcel contains about 3450 square feet.

Parcel DE-119. A parcel of land, 30.00 feet in width, supposed to be owned by Ernest and Mary C. Vanderpoel, located on the southerly side of Fuller Road; the boundary line of said parcel being described as follows:

Beginning at a point in the hereinbefore described taking line of Fuller Road, bearing south 0°-38'-16" east and 100.24 feet distant from station 44 + 54.07 of the aforesaid auxiliary base line "F", and extending thence, leaving said taking line, south 0°-38'-16" east 74.90 feet to the Chicopee River, thence south 89°-21'-44" west by said river, 30.00 feet, thence leaving said river and extending north 0°-38'-16" west 77.00 feet to a point again on said taking line of Fuller Road, bearing south 0°-38'-16" east and 100.24 feet distant from station 44 + 24.00 of said auxiliary base line "F", thence following said taking line south 86°-38'-16" east 30.07 feet to the point of beginning above described.

Said parcel contains about 2280 square feet.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in and over a certain parcel of land included within the limits of the express toll highway taking hereinbefore

described and designated on the plan hereinbefore referred to as Parcel E-141; said easement consisting of the right to enter on said land at any time to construct thereon and thereover, and maintain, repair and operate an express toll highway, the "Springfield Connection," so-called; certain ramps connecting said Springfield Connection with Fuller Road and certain other ramps connecting said Springfield Connection with the express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in and over a certain parcel of land included within the limits of the express toll highway taking hereinbefore described, and designated on the plan hereinafter referred to as Parcel E-145; said easement consisting of the right to enter on said land at any time to construct thereon and thereover, and maintain, repair and operate a toll plaza, so-called, and certain ramps connecting the hereinbefore mentioned express toll highway with the aforesaid Springfield Connection.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a certain parcel of land included within the limits of the express toll highway taking hereinbefore described, and designated on the plan hereinafter referred to as Parcel E-138; said easement consisting of the right to enter on said land at any time to construct thereon and maintain, repair and

operate, an express toll highway.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in certain parcels of land located outside the limits of the express toll highway taking hereinbefore described and designated on the plan hereinafter referred to as Parcels E-139, E-143, E-146, E-147, E-148, E-149, E-150 and E-151; said easements consisting of the right to enter on said land at any time to construct thereon and maintain, repair and operate a section of the "Springfield Connection" so-called, extending from the northerly location line of said express toll highway to Lombard Road as more particularly shown on the aforesaid plan.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in certain parcels of land located outside the limits of the express toll highway taking hereinbefore described and designated on the plan hereinbefore referred to as Parcels E-140 and E-144, said easements consisting of the right to enter on said land at any time to alter the location, change the grade and alignment and/or reconstruct a portion of Fuller Road to accommodate the same to the bridge thereover for the "Springfield Connection" hereinbefore mentioned, and to the ramps connecting Fuller Road with said "Springfield Connection". Said land shall remain subject to any lawful use by the public which will not interfere with the foregoing.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority in a parcel of land designated on the plan hereinafter referred to as Parcel E-142. Said easement consists of the right to enter on said land at any time to construct thereon and maintain,

repair and operate, a "turnaround" on Lombard Road where the same becomes "dead end" at the northerly side of the aforesaid express toll highway taking. Said land shall remain subject to any lawful use of the public which does not interfere with the foregoing.

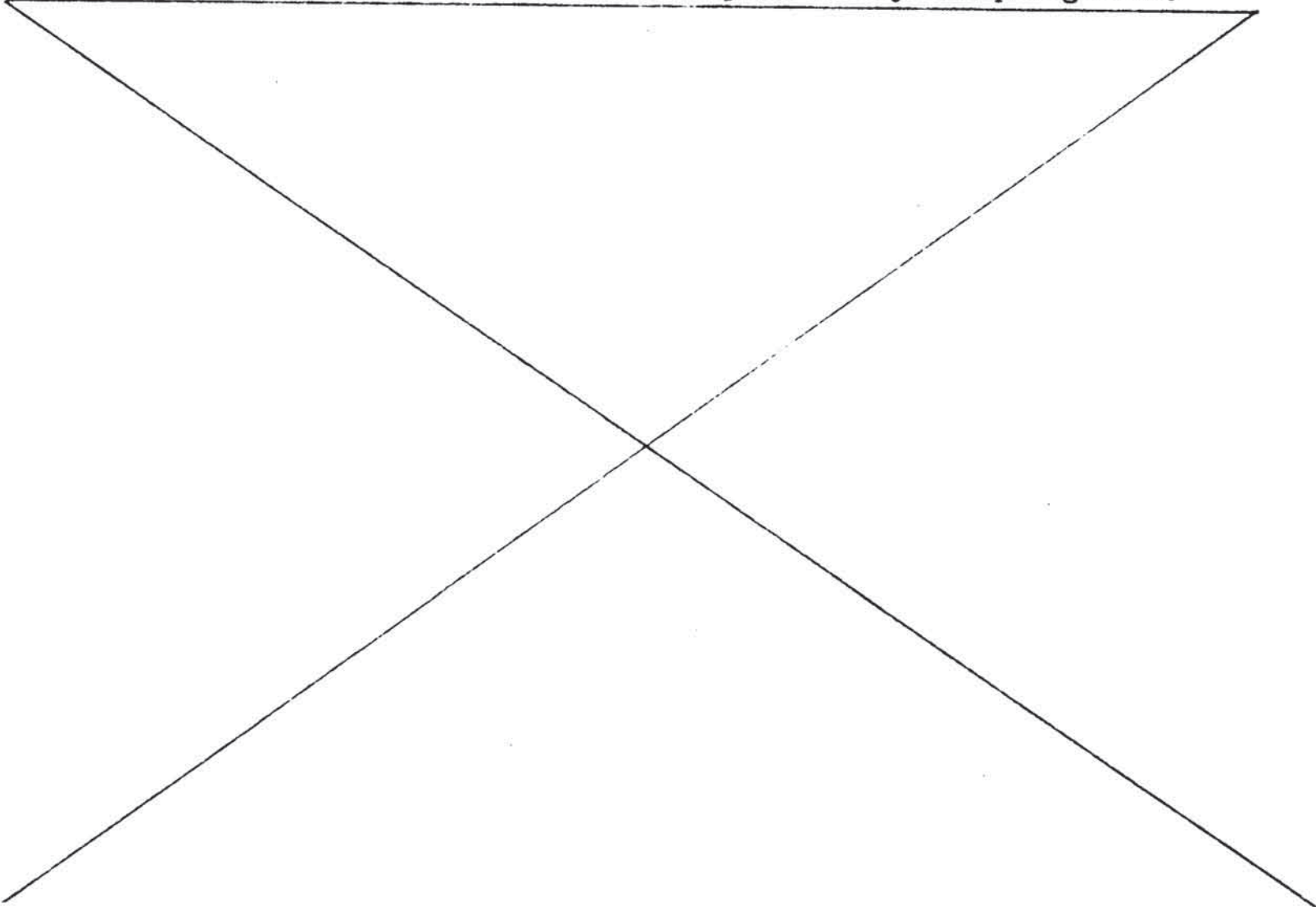
An easement is hereby granted the Western Massachusetts Electric Company, its successors and/or assigns, in and over a parcel of land located within the express toll highway taking hereinbefore described and designated on the plan hereinafter referred to as Parcel EG-112. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to enter on said land at any time to construct thereon and thereover, and maintain, repair, replace and operate, overhead wires and necessary appurtenances therefor for the transmission of electric power.

Said parcel of land within the boundaries of which said easement is confined is described as follows:

Beginning at a point on the hereinbefore described northerly location line of the express toll highway at its intersection with the southeasterly street line of Burnett Road, so-called, said point bearing north $13^{\circ}-08'-33''$ east and being 200.00 feet distant from station 232 + 15.00 of the aforesaid main base line of the express toll highway, and extending thence, following said northerly location line, south $13^{\circ}-08'-33''$ west 40.00 feet to a point bearing north $13^{\circ}-08'-33''$ east and 160.00 feet distant from said station 232 + 15.00, thence easterly by a curve to the left (parallel to said main base line and 160.00 feet distant therefrom) of 5840.00 feet radius, 384.79 feet to a point bearing north $9^{\circ}-22'-02''$ east and 160.00 feet distant from station 236 + 10.33 of said main base line, being station 411 + 39.77 for said main base line ahead; thence south $80^{\circ}-37'-58''$ east 376.53 feet to a point bearing north $9^{\circ}-22'-02''$ east and 160.00 feet distant from station 415 + 16.30 of said main base line, thence north $9^{\circ}-22'-02''$ east 136.76 feet to a point bearing north $9^{\circ}-22'-02''$ east and 296.76 feet distant from said station 415 + 16.30, thence leaving said northerly location line and extending south $79^{\circ}-50'-04''$ east 874.19 feet to a point intended to be on the northwesterly street line of Lombard Road, bearing north $9^{\circ}-22'-02''$ east and 284.58 feet distant from station 423 + 90.40 of said main base line, thence south $62^{\circ}-00'-41''$ west by said street

line of Lombard Road, 323.74 feet to a point bearing north $9^{\circ}-22'-02''$ east and 88.15 feet distant from station $421 + 33.07$ of said main base line, thence leaving said street line of Lombard Road and extending north $79^{\circ}-50'-04''$ west 1468.38 feet to a point intended to be on the aforesaid southeasterly street line of Burnett Road, said point bearing north $13^{\circ}-58'-34''$ east and being 89.49 feet distant from station $231 + 27.69$ of said main base line, thence following said street line of Burnett Road, north $51^{\circ}-11'-39''$ east 139.54 feet to the point of beginning above described.

The aforesaid express toll highway taking, the taking for the Springfield Connection, the taking for the Lombard Road "turnaround", the taking for the alteration of the location of Fuller Road and the various easements herein taken and granted are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its offices, said plan being entitled: "Plan for the Location of an EXPRESS TOLL HIGHWAY known as 'MASSACHUSETTS TURNPIKE' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority Date August 4, 1955 Scale 40 feet to the inch", an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.



For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

Parcel No.	Owner	Area	Award
258	James W. and Wellington H. Wells and Arthur and Elizabeth R. Donnellan	5.19 acres	\$1.00
259	Western Massachusetts Electric Company	4.45 acres	1.00
260	John and Victoria Wiater	12.52 acres	1.00
261	Theodore F. and Jean G. Ondrich	3.33 acres	1.00
262	Theodore F. and Jean G. Ondrich	0.10 acre	1.00
263	Theodore F. and Jean G. Ondrich	0.61 acre	1.00
264	William J. and Isobel T. Johnston	0.65 acre	1.00
265	Theodore F. and Jean G. Ondrich	0.38 acre	1.00
266	Theodore F. and Jean G. Ondrich	2.31 acres	1.00
267	Ernest and Mary C. Vanderpoel	0.32 acre	1.00
268	Ernest and Mary C. Vanderpoel	12.68 acres	1.00
269	Theodore F. and Jean G. Ondrich	0.65 acre	1.00
270	Joseph B. Cobb	0.91 acre	1.00
271	Joseph B. Cobb	3720 sq.ft.	1.00
272	Ernest and Mary C. Vanderpoel	0.64 acre	1.00
273	Peter J. and Anna N. Tarka	0.91 acre	1.00
274	Peter J. and Anna N. Tarka	3900 sq.ft.	1.00
275	Julian W. Combs	0.91 acre	1.00
276	Julian W. Combs	4020 sq.ft.	1.00
277	James W. and Wellington H. Wells	10.48 acres	1.00
278	Stanley and Anna R. Trela	3.38 acres	1.00
279	Redmond and Rose LaFlesh	1.51 acres	1.00

Parcel No.	Owner	Area	Award
280	Alexander and Lottie Shader	2.94 acres	\$1.00
281	Rozalia Kochanowski	0.28 acre	1.00
282	Ernest C. Vanderpoel, Jr.	6.17 acres	1.00
283	Ernest C. Vanderpoel, Jr.	0.49 acre	1.00
284	Frank J. Zelazo, John F. Wojcik and Henry Szwedzinski	0.10 acre	1.00
285	Ernest and Mary C. Vanderpoel	0.35 acre	1.00
286	Charles J. Seaver	969 sq.ft.	1.00
287	Charles J. Seaver	2.23 acres	1.00
288	Owner Unknown	486 sq.ft.	1.00
289	Ernest and Mary C. Vanderpoel	1.05 acres	1.00
290	Grace A. Robson	0.90 acre	1.00
291	Paul S. and Dorothy McElroy	0.88 acre	1.00
292	Ernest C. Vanderpoel, Jr.	2.29 acres	1.00
293	Ernest and Mary C. Vanderpoel	2.16 acres	1.00
E-138	Owner Unknown (Burnett Road)	0.52 acre	1.00
E-139	Owner Unknown (Burnett Road)	1.36 acres	1.00
E-140	Owner Unknown (Lombard Road)	2500 sq.ft.	1.00
E-141	Owner Unknown (Lombard Road)	3.25 acres	1.00
E-142	Owner Unknown (Lombard Road)	0.24 acre	1.00
E-143	Owner Unknown (Lombard Road)	4200 sq.ft.	1.00
E-144	Owner Unknown (Fuller Road)	3.11 acres	1.00
E-145	Owner Unknown (Johnny Cake Hollow Road)	0.27 acre	1.00
E-146	Owner Unknown (Johnny Cake Hollow Road)	433 sq.ft.	1.00
E-147	James W. and Wellington H. Wells	0.23 acre	1.00

Parcel No.	Owner	Area	Award
E-148	James W. and Wellington H. Wells	1.16 acres	1.00
E-149	Stanley and Anna R. Trela	0.94 acre	1.00
E-150	James W. and Kathleen V. Wells	4.30 acres	1.00
E-151	Rozalia Kochanowski	0.12 acre	1.00
DE-117	William J. and Isobel T. Johnston	0.30 acre	1.00
DE-118	Ernest and Mary C. Vanderpoel	3450 sq.ft.	1.00
DE-119	Ernest and Mary C. Vanderpoel	2280 sq.ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before seventeenth day of September, 1955 (unless otherwise agreed upon).

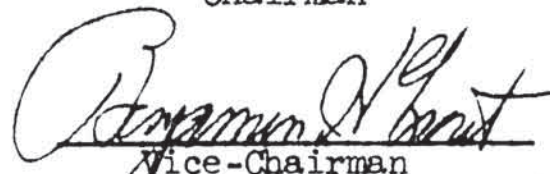
It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan, that said "Springfield Connection" be located as described herein and as described and shown on said plan, that said Fuller Road be altered and/or reconstructed as described herein and as described and shown on said plan, and that said Lombard Road be "dead ended" and a turnaround constructed thereat, as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk(s) of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that

the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this fourth day of August,
1955.


Chairman


Vice-Chairman

MASSACHUSETTS

TURNPIKE

AUTHORITY

Member

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 88
City of Chicopee
County of Hampden

Filed - August 12, 1955

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1957

Chicopee



STATE HIGHWAY LAYOUT #88(alt.1)
I-90, Mass. Pike, easement for WMECO near Old Fuller Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 63 PAGE 92.

INDEXING

- Plan Name STATE HIGHWAY LAYOUT #88(alt.1)
- Image Info SH54039 Chicopee
- Image Info SH54039 Western Massachusetts Electric Company
- Image Info SH54039 I-90
- Image Info SH54039 Mass. Pike
- Image Info SH54039 Old Fuller Road

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 88, Alter 1

Hampden SS.

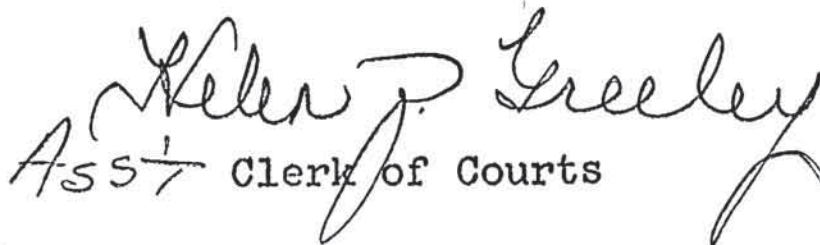
City/Town Chicopee

December 16, 19 57 9:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 21, 1957, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~and town~~ of Chicopee, as shown on said plan.

Attest:


Asst. Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 88
Alteration No. 1
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, did, under date of August 4, 1955, locate as an express toll highway, a road in the City of Chicopee, County of Hampden, as shown on a plan on file in the office of the Massachusetts Turnpike Authority, copies of said plan have been filed in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears advisable to make certain changes in the southerly location line of said express toll highway in the City of Chicopee, at the so called Springfield connection;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority deems it necessary that the southerly location line of the express toll highway in the City of Chicopee as described in Order of Taking No. 88, and as described and shown on an accompanying plan, recorded in the

Registry of Deeds for the County of Hampden in Book 2408 at Page 338, be altered, as hereinafter described:

The main base line, auxiliary base line "D" and the southerly location of the express toll highway, herein referred to, are fully described in the aforesaid Order of Taking No. 88 and the southerly location line of the 1952 State Highway Layout, herein referred to, was referred to in the aforesaid Order of Taking No. 88.

The southerly location line, as described in the aforesaid Order of Taking No. 88, herein referred to, is hereby altered, beginning at a point in said southerly location line, said point bearing south $27^{\circ} - 51' - 27''$ east, 103.24 feet distant from station 33 + 80.45 of auxiliary base line "D", hereinbefore referred to; thence extends north $48^{\circ} - 31' - 27''$ east, 442.54 feet to a point in said southerly location line, said point bearing south $1^{\circ} - 28' - 58''$ west, 250.00 feet distant from station 439 + 31.00 of the main base line, hereinbefore referred to.

The provisions in the aforesaid Order of Taking No. 88 relative to access to and egress from the express toll highway shall apply to the southerly location line of the express toll highway as hereby altered and shall not apply to the southerly location of the express toll highway as described in said Order of Taking No. 88 between a point in said southerly location line said point bearing south $27^{\circ} - 51' - 27''$ east, 103.24 feet distant from station 33 + 80.45 of said auxiliary base line "D"; thence extends south $85^{\circ} - 37' - 49''$ east, 30.00 feet to a point bearing south $30^{\circ} - 59' - 45''$ east, 119.96 feet distant from station 33 + 99.28 of said auxiliary base line "D"; thence extends north $45^{\circ} - 36' - 08''$ east, 422.20 feet to a point in said southerly location line, said point bearing south $1^{\circ} - 28' - 58''$ west, 250.00 feet distant from station 439 + 31.00 of said main base line.

The lines defining the altered southerly location line of the express toll highway is further defined by bounds set at angle points and at the beginning and end of said alteration.

The easement rights enjoyed by the Western Massachusetts Electric Company within the confines of Parcel 293 of the aforesaid Order of Taking No. 88 as set forth in the first full paragraph at Page two of said Order of Taking No. 88 is inoperative and in its place an easement is hereby granted to the Western Massachusetts

Electric Company, its successors and assigns, on the land hereinafter described and designated and shown on the plan hereinafter referred to as Parcels EG-115 and EG-116 said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain and operate high tension lines, so called, for the transmission of electricity overhead of a portion of the land owned in fee by the Massachusetts Turnpike Authority.

Parcels EG-115 and EG-116 are bounded and described as follows:

Beginning at a point in the southerly location line, hereinbefore referred to, said point bearing south $21^{\circ} - 46' - 55''$ east, 78.64 feet distant from station $33 + 46.09$ of auxiliary base line "D", hereinbefore referred to; thence extends north $47^{\circ} - 56' - 02''$ east, 432.53 feet to a point bearing south $00^{\circ} - 55' - 28''$ east, 251.59 feet distant from station $438 + 59.74$ of the main base line, hereinbefore referred to; thence extends north $00^{\circ} - 55' - 28''$ west, 1.27 feet to a point in the 1952 State Highway Layout line, hereinbefore referred to, said point bearing south $00^{\circ} - 55' - 28''$ east, 250.32 feet distant from station $438 + 59.74$ of said main base line; thence extends in an easterly direction along said layout line 60.74 feet to a point bearing south $01^{\circ} - 25' - 58''$ west, 250.00 feet distant from station $439 + 31.00$ of said main base line; thence extends south $45^{\circ} - 36' - 08''$ west, 422.20 feet to a point bearing south $30^{\circ} - 59' - 45''$ east, 119.96 feet distant from station $33 + 99.28$ of said auxiliary base line "d"; thence extends north $85^{\circ} - 37' - 49''$ west, 80.38 feet to the point of beginning.

The easement rights enjoyed by the Socony Vacuum Oil Company, Inc., within the confines of Parcel 293 of said Order of Taking No. 88 as set forth in the third full paragraph at Page 2 of said Order of Taking No. 88, as shown on the plan recorded therewith, and all lying within the confines of the herein described Parcels EG-115 and EG-116 are retained.

The aforesaid express toll highway alteration is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an express toll highway known as the 'Massachusetts Turnpike' in the City of

Chicopee, Hampden County as prepared by the Massachusetts Turnpike Authority, scale: 1" = 40', Date November 21, 1957," an attested copy of which is to be recorded with this alteration to Order of Taking No. 88 in the Registry of Deeds for the County of Hampden in Springfield.

It is therefore

Voted, that the southerly location line of the express toll highway in the City of Chicopee, County of Hampden, be altered as described herein and as described and shown on said plan, and that such easements as set forth be granted; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-first day of November, , 1957.

William F. Callahan
Chairman

Bryan W. Goss
Vice Chairman

John R. Kwon
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 88
Alteration No. 1
City of Chicopee
County of Hampden

Filed December 16, 1957

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1961

Chicopee



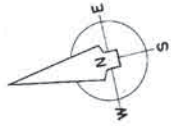
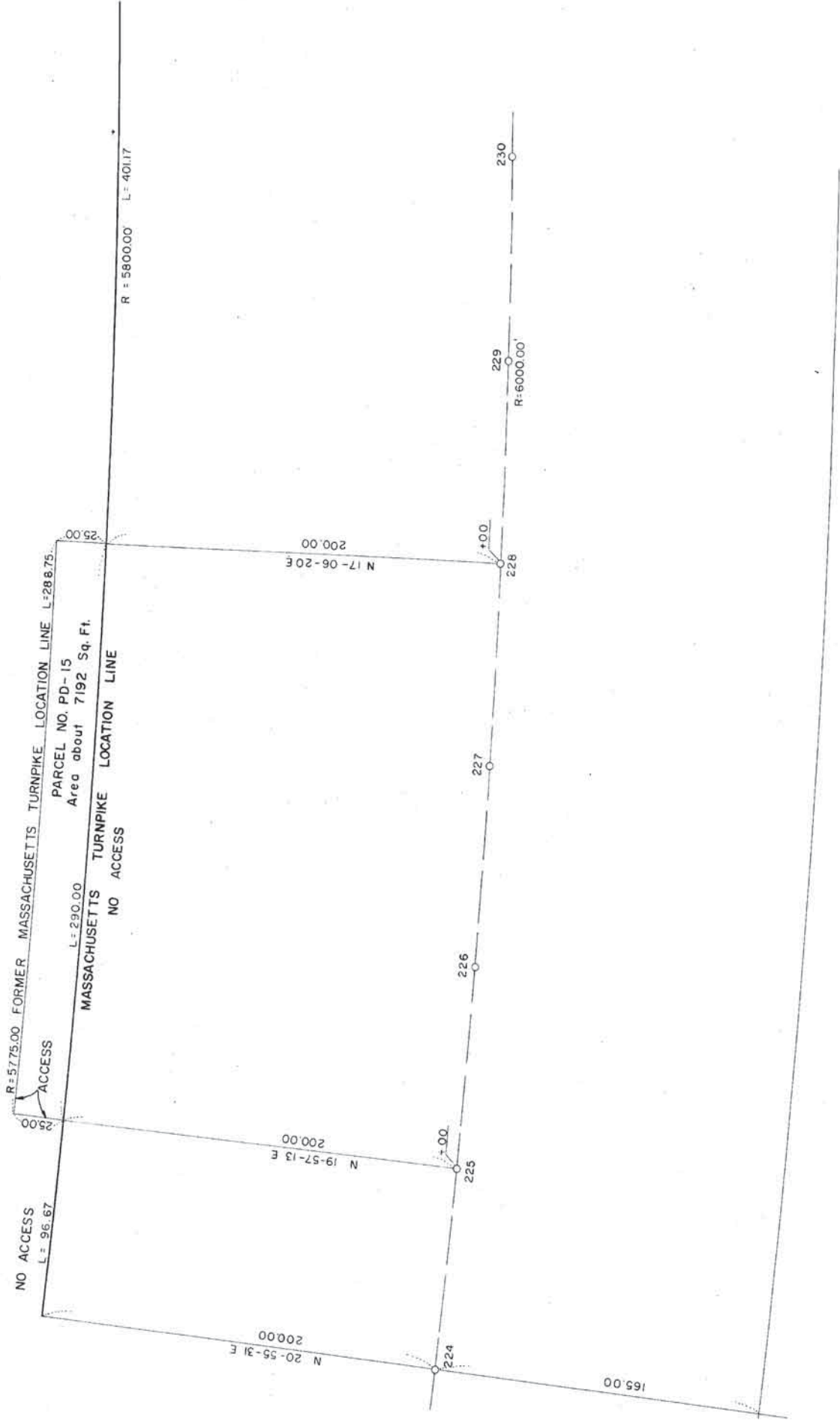
STATE HIGHWAY LAYOUT #88(alt.2)
I-90, Mass. Pike, taking on north line between stations 225-228

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 80 PAGE 43.

INDEXING

STATE HIGHWAY LAYOUT #88(alt.2)

- Image Info SH54040 Chicopee
- Image Info SH54040 I-90
- Image Info SH54040 Mass. Pike



ALTERATION NO.2 TO ORDER OF TAKING NUMBER 88

A TRUE COPY, ATTEST *[Signature]* SECRETARY - TURNPIKE



Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE in the City of CHICOPEE HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY

SCALE: 1"=40'

DATE: April 13, 1961

[Signature]
Assistant Chief Engineer
Registered Professional Engineer

[Signature]
Registered Land Surveyor

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as MASSACHUSETTS TURNPIKE or as an alteration and or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY on August 4, 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952

Approval April 13, 1961

[Signature]
CHAIRMAN

[Signature]
VICE-CHAIRMAN

[Signature]
MEMBER

MASSACHUSETTS TURNPIKE AUTHORITY

HOWARD, NEEDLES, TAMMEN, & BERGENDOFF

Rec'd
May 17, 1961

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 88
Alteration No. 2
City of Chicopee
County of Hampden

Whereas, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, did, under date of August 4, 1955, locate as an express toll highway, a road in the City of Chicopee, County of Hampden, as shown on a plan on file in the office of the Massachusetts Turnpike Authority, copies of said plan having been filed in the office of the County Commissioners of the County of Hampden and the office of the Clerk of the City of Chicopee; and

Whereas, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the City of Chicopee;

Now, Therefore, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority deems it necessary that the northerly location line of the express toll highway in the City of Chicopee as described in Order of Taking No. 88, and as described and shown on an accompanying plan, recorded in the Registry of Deeds for the County of Hampden in Book 2408 at Page 338, be altered as hereinafter described:

The main base line and the northerly location line, herein referred to, are fully described in the aforesaid Order of Taking No. 88.

The northerly location line, as described in the aforesaid Order of Taking No. 88, herein referred to, is hereby altered beginning at a point in said northerly location line, said point bearing north $19^{\circ}-57'-13''$ east, 200.00 feet distant from station 225 + 00.00 of the main base line, hereinbefore referred to; thence extends in an easterly direction 200.00 feet distant from and parallel to said main base line, 290.00 feet to a point in said northerly location line, said point bearing north $17^{\circ}-06'-20''$ east, 200.00 feet distant from station 228 + 00.00 of said main base line.

The provisions in the aforesaid Order of Taking No. 88 relative to access to and egress from the express toll highway shall apply to the northerly location line of the express toll highway as hereby altered and shall not apply to the northerly location line of the express toll highway as described in said Order of Taking No. 88 between a point in said northerly location line, said point bearing north $19^{\circ}-57'-13''$ east, 200.00 feet distant from station 225 + 00.00 of the main base line, herein referred to; thence extends north $19^{\circ}-57'-13''$ east, 25.00 feet to a point, said point bearing north $19^{\circ}-57'-13''$ east, 225.00 feet distant from station 225 + 00.00 of said main base line; thence extends in an easterly direction 225.00 feet distant from and parallel to said main base line, 288.75 feet to a point bearing north $17^{\circ}-06'-20''$ east, 225.00 feet distant from station 228 + 00.00 of said main base line; thence extends south $17^{\circ}-06'-20''$ west 25.00 feet to a point in said northerly location line, said point bearing north $17^{\circ}-06'-20''$ east, 200.00 feet distant from station 228 + 00.00 of said main base line.

The lines defining the altered northerly location line of the express toll highway are further defined by bounds set at angle points and at the beginning and end of said alteration.

The aforesaid express toll highway alteration is shown on a plan signed by John McCloskey, Assistant Chief Engineer, prepared by

the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as Massachusetts Turnpike in the City of Chicopee, Hampden County, as Prepared by the Massachusetts Turnpike Authority, Scale: 1" = 40', Date: April 13, 1961," an attested copy of which is to be recorded with this alteration to Order of Taking No. 88 in the Registry of Deeds for the County of Hampden in Springfield.

It is therefore

Voted, that the northerly location line of the express toll highway in the City of Chicopee, County of Hampden, be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this thirteenth day of April, 1961.

<u>William J. Coleman</u>	MASSACHUSETTS
Chairman	
<u>Carl H. French</u>	TURNPIKE
Vice Chairman	
<u>()</u>	AUTHORITY
Member	

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 88, Alt. 2

Hampden SS.
City/~~Town~~ Chicopee
May 17, 1961

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 13, 1961, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~extending~~ of Chicopee, as shown on said plan.

Attest: 
Clerk of Courts

1956

Chicopee



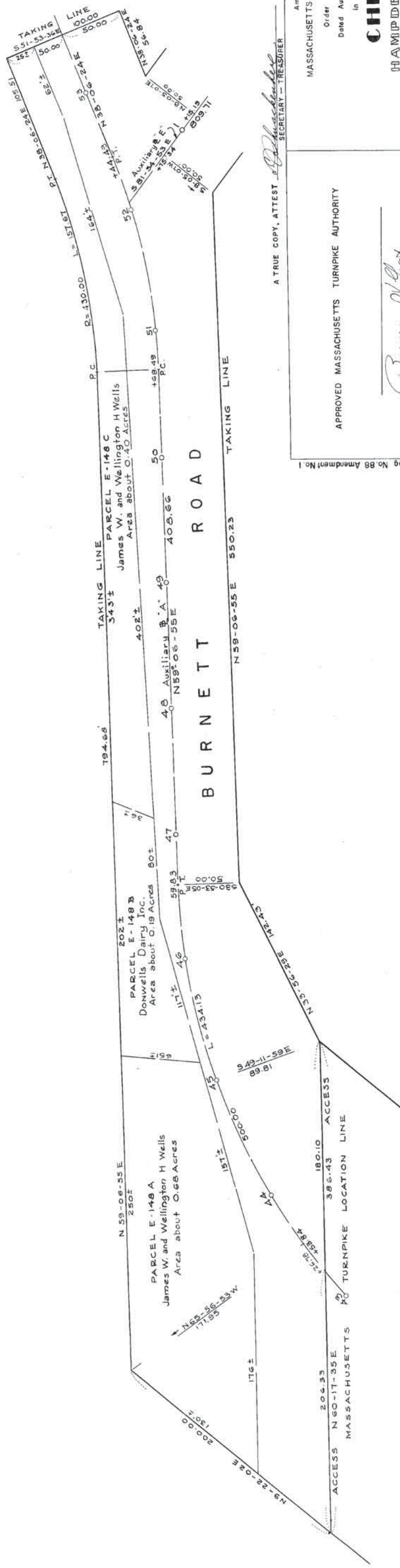
STATE HIGHWAY LAYOUT #88(amend. 1)
I-90, Mass. Pike, taking for relocation of portion of Burnett Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGE 116.

INDEXING

STATE HIGHWAY LAYOUT #88(amend. 1)

- Image Info SH54041 Chicopee
- Image Info SH54041 Burnett Road
- Image Info SH54041 I-90
- Image Info SH54041 Mass. Pike



A TRUE COPY, ATTEST

SECRETARY - TREASURER

Amendment to
MASSACHUSETTS TURNPIKE
AUTHORITY

Order of Taking No. 88
Dated August 4, 1955
in the City of

CHICOPPE

HAMPDEN COUNTY

the

MASSACHUSETTS TURNPIKE AUTHORITY
Date: March 29, 1956
Scale 40 feet to the inch

P. H. Cooper
Chief Engineer

APPROVED MASSACHUSETTS TURNPIKE AUTHORITY

Ernest V. Cat

John R. Kewen
MASSACHUSETTS TURNPIKE AUTHORITY

Approved J. Henry Leon
Howard, Needles Tammen & Berendoft

Order of Taking No. 88 Amendment No. 1

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 88, Amend. 1

Hampden SS.

City/~~TOWN~~ Chicopee

April 16, 1956 11:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 29, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~XXXXXXXX~~ of Chicopee, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 88
Amendment No. 1
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of August 4, 1955, by Order of Taking No. 88, take certain land in the City of Chicopee, County of Hampden, as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority scale: 40 feet to the inch date: August 4, 1955," copies of which order of taking and plan having been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears that in said Order of Taking No. 88 and accompanying plan which were recorded on August 12, 1955 in the Registry of Deeds for Hampden County, at Springfield, in book 2408 at page 338, an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that page 23 of the aforesaid Order of Taking No. 88 be and the same is hereby amended by striking out line 2 and inserting in place thereof the following three lines:

E-148A	James W. & Wellington H. Wells	0.68 ac.	\$1.00
E-148B	Donwells Dairy, Inc.	0.19 ac.	1.00
E-148C	James W. & Wellington H. Wells	0.40 ac.	1.00

so that said page 23, so amended, shall read as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Area</u>	<u>Award</u>
E-148A	James W. & Wellington H. Wells	0.68 ac.	\$1.00
E-148B	Donwells Dairy, Inc.	0.19 ac.	1.00
E-148C	James W. & Wellington H. Wells	0.40 ac.	1.00
E-149	Stanley and Anna R. Trela	0.94 ac.	1.00
E-150	James W. & Kathleen V. Wells	4.30 ac.	1.00
E-151	Rozalia Kochanowski	0.12 ac.	1.00
DE-117	William J. and Isobel T. Johnston	0.30 ac.	1.00
DE-118	Ernest and Mary C. Vanderpoel	3450 sq.ft.	1.00
DE-119	Ernest and Mary C. Vanderpoel	2280 sq.ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before seventeenth day of September , 1955 (unless otherwise agreed upon).

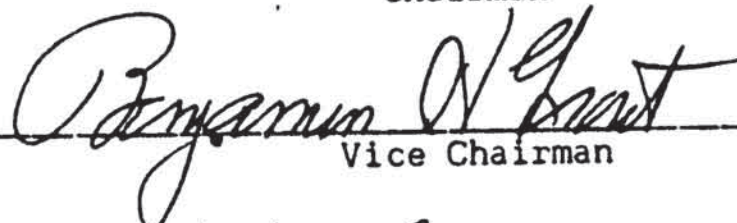
It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan, that said "Springfield Connection" be located as described herein and as described and shown on said plan, that said Fuller Road be altered and/or reconstructed as described herein and as described and shown on said plan, and that said Lombard Road be "dead ended" and a turnaround constructed thereat, as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk(s) of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 88, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority, and on file in its office, entitled: "Amendment to Massachusetts Turnpike Authority Order of Taking No. 88, dated August 4, 1955, in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: scale: 40 feet to the inch", in the Registry of Deeds for Hampden County and to file copies of this amendment and said plan in the office of the County Commissioners for Hampden County and in the office of the Clerk of the City of Chicopee.

Dated at Boston this twenty-ninth day of March, 1956.

Chairman

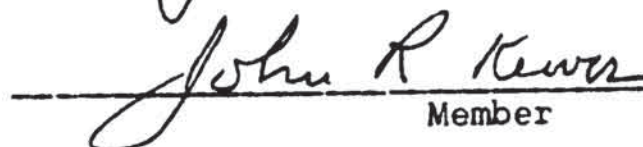


Vice Chairman

MASSACHUSETTS

TURNPIKE

AUTHORITY



Member

Massachusetts Turnpike Authority

Order of Taking No. 88
Amendment No. 1
City of Chicopee
County of Hampden

Filed - April 16, 1956

From the office of
MASS. TURNPIKE AUTH.
80 BOYLSTON ST
BOSTON - MASS

1956

Chicopee



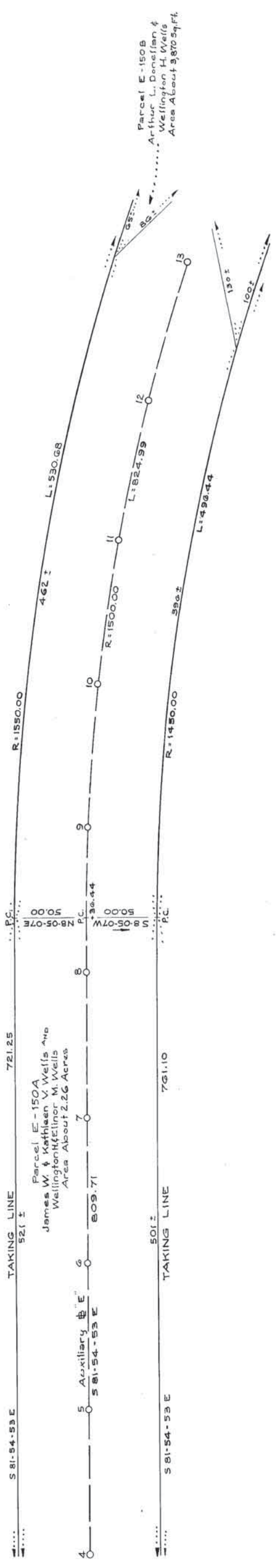
STATE HIGHWAY LAYOUT #88(amend. 2)
I-90, Mass. Pike, taking for relocation of Lombard Rd.

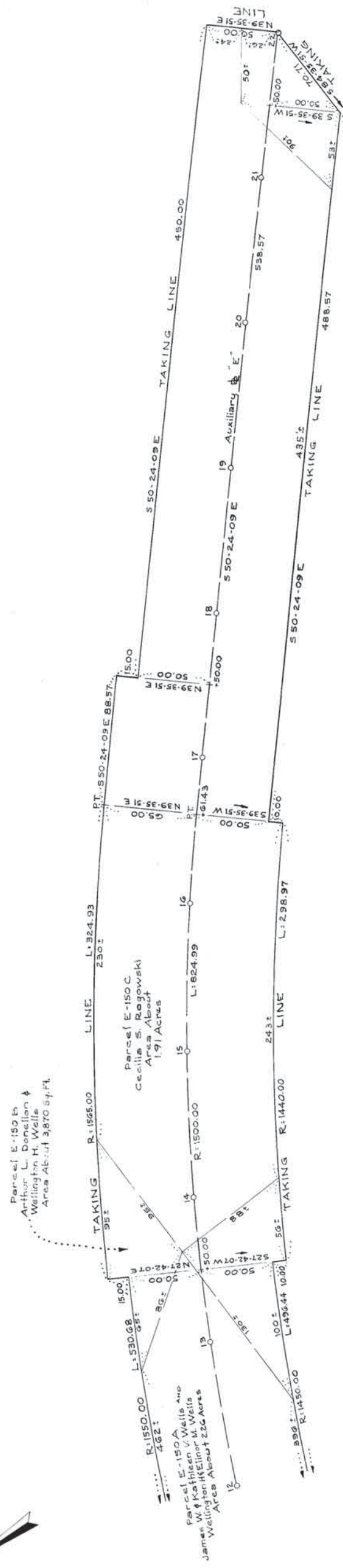
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGES 110-114.

INDEXING

STATE HIGHWAY LAYOUT #88(amend. 2)

- Image Info SH54042 Chicopee
- Image Info SH54042 Burnett Road
- Image Info SH54042 I-90
- Image Info SH54042 Lombard Road
- Image Info SH54042 Mass. Pike





COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 88, Amend. 2

Hampden SS.

City/~~Town~~ Chicopee

April 16, 1956, 19 11:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 29, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city or ~~town~~ of Chicopee, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 88
Amendment No. 2
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of August 4, 1955, by Order of Taking No. 88, take certain land in the City of Chicopee, County of Hampden, as and for an express toll highway known as 'MASSACHUSETTS TURNPIKE' or as an alteration and/or relocation in connection therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority scale: 40 feet to the inch date: August 4, 1955," copies of which order of taking and plan having been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears that in said Order of Taking No. 88 and accompanying plan which were recorded on August 12, 1955 in the Registry of Deeds for Hampden County, at Springfield, in book 2408 at page 338, an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that page 23 of the aforesaid Order of Taking No. 88 be and the same is hereby amended:

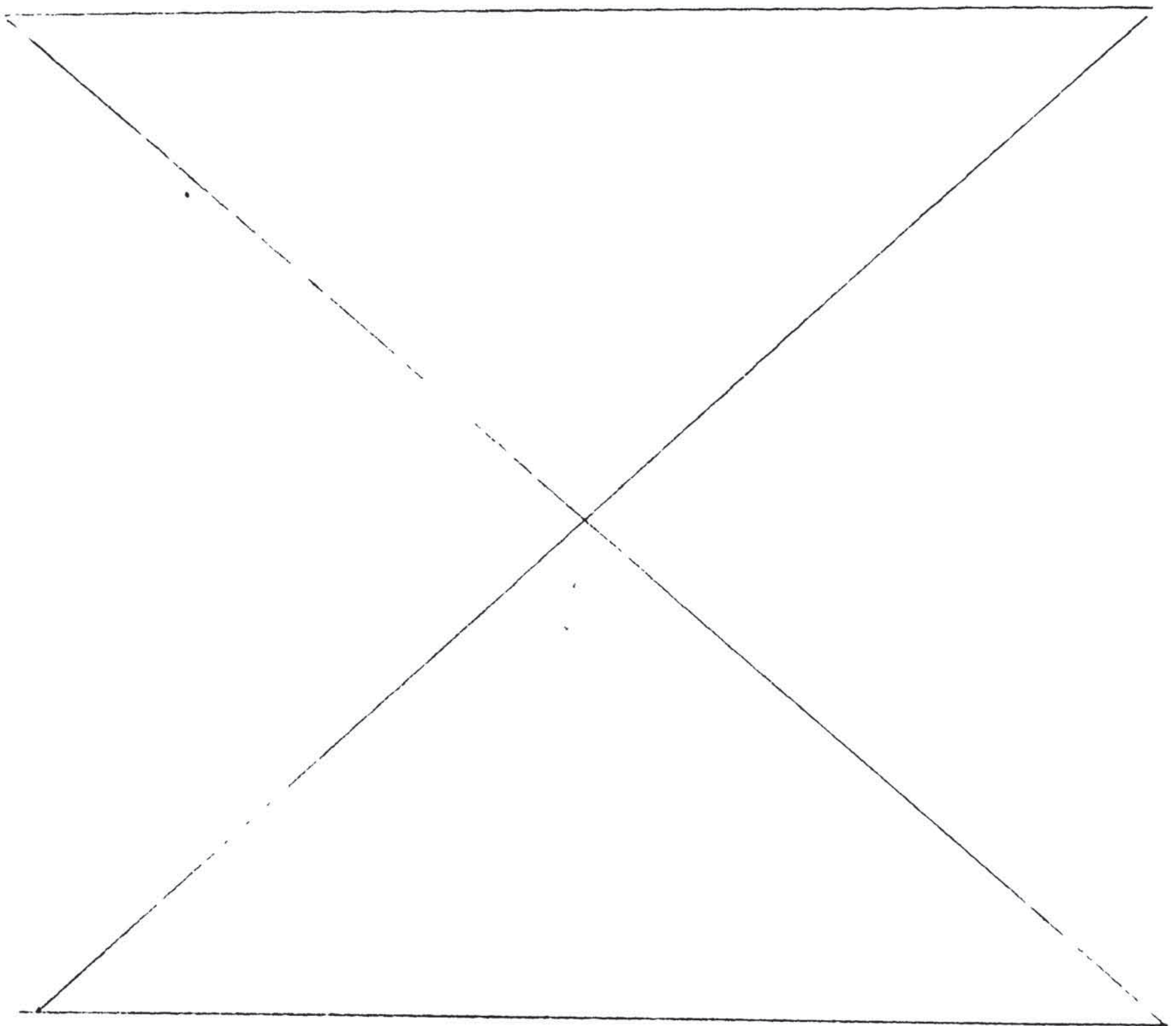
1. By striking out line 3 and inserting in place thereof the following three lines:

E-149-A	Stanley & Anna Trela	0.82 ac.	\$1.00
E-149-B	Redmond & Rose R. LaFlesh	0.11 ac.	1.00
E-149-C	Redmond & Rose R. LaFlesh	550 sq.ft.	1.00

2. By striking out line 4 and inserting in place thereof the following three lines:

E-150-A	James W. & Kathleen V. Wells and Wellington H. & Elinor M. Wells	2.26 ac.	1.00
E-150-B	Arthur L. Donellan & Wellington H. Wells	3870 sq.ft.	1.00
E-150-C	Cecilia S. Ragowski	1.91 ac.	1.00

so that page 23, as amended, shall read as follows:



1955 Order of Taking No. 88		in Chicopee	Page 23	
E-148	James W. and Wellington H. Wells		0.16 ac.	1.00
E-149A	Stanley & Anna Trela		0.82 ac.	1.00
E-149-B	Redmond & Rose R. LaFlesh		0.11 ac.	1.00
E-149-C	Redmond & Rose R. LaFlesh		550 sq.ft.	1.00
E-150-A	James W. & Kathleen V. Wells and Wellington H. & Elinor M. Wells		2.26 ac.	1.00
E-150-B	Arthur L. Donellan & Wellington H. Wells		3870 sq.ft.	1.00
E-150-C	Cecilia S. Rogowski		1.91 ac.	1.00
E-151	Rozalia Kochanowski		0.12 ac.	1.00
DE-117	William J. and Isobel T. Johnston		0.30 ac.	1.00
DE-118	Ernest and Mary C. Vanderpoel		3450 sq.ft.	1.00
DE-119	Ernest and Mary C. Vanderpoel		2280 sq.ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before seventeenth day of September, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan, that said "Springfield Connection" be located as described herein and as described and shown on said plan, that said Fuller Road be altered and/or reconstructed as described herein and as described and shown on said plan, and that said Lombard Road be "dead ended" and a turnaround constructed thereat, as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk(s) of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 88, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority, and on file in its office, entitled: "Amendment to Massachusetts Turnpike Authority Order of Taking No. 88, Dated: August 4, 1955, in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: March 29, 1956 scale: 40 feet to the inch", in the Registry of Deeds for Hampden County and to file copies of this amendment and said plan in the office of the County Commissioners for Hampden County and in the office of the Clerk of the City of Chicopee.

Dated at Boston this twenty-ninth day of March, 1956.

Chairman

Benjamin W. Grant

Vice Chairman

John R. Kewer

Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 88
Amendment No. 2
City of Chicopee
County of Hampden

Filed April 16, 1956

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST
BOSTON - MASS

1957

Chicopee



STATE HIGHWAY LAYOUT #88(amend. 3)
I-90, Mass. Pike, easement for WMECO at station 397 (also written
amendments 4)

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 63 PAGE 94.

INDEXING

STATE HIGHWAY LAYOUT #88(amend. 3)

- Image Info SH54043 Chicopee
- Image Info SH54043 Western Massachusetts Electric Company
- Image Info SH54043 I-90
- Image Info SH54043 Mass. Pike



WESTERN MASSACHUSETTS ELECTRIC CO.
EASEMENT HEREBY GRANTED

A TRUE COPY ATTEST

Richard J. ...
SECRETARY

PLAN SHOWING EASEMENT
GRANTED TO
WESTERN MASSACHUSETTS
ELECTRIC COMPANY

OVER THE
"MASSACHUSETTS TURNPIKE"
IN THE CITY OF
CHICOPEE
HAMPSHIRE COUNTY
AS PREPARED BY THE
MASSACHUSETTS TURNPIKE
AUTHORITY

SCALE: 1" = 40'

DATE: November 21, 1957

D.H. ...
CHIEF ENGINEER

THIS CERTIFIES THAT THE LOCATION OF THE ROAD
AS SHOWN ON THIS PLAN WAS TAKEN AS AND FOR
AN EXPRESS TOLL HIGHWAY KNOWN AS THE
MASSACHUSETTS TURNPIKE
OR AS AN ALTERATION AND OR RELOCATION
CONNECTION THEREWITH, BY THE
MASSACHUSETTS TURNPIKE AUTHORITY
ON AUGUST 4, 1955
IN ACCORDANCE WITH PROVISIONS OF CHAPTER
354 OF THE ACTS OF 1952

William F. ...
CHAIRMAN
Thomas J. ...
VICE CHAIRMAN
John P. ...
MEMBER
MASSACHUSETTS TURNPIKE AUTHORITY
APPROVED
HOWARD NEEDLES, TAMMEN & BERGENDOFF

Massachusetts Turnpike Authority'

Order of Taking No 88
Amendment No 4
City of Chicopee
County of Hampden

Filed
May 23, 1958

From the office of

MASS TURNPIKE AUTH
80 BOYLSTON ST
BOSTON MASS

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 88, Amend. 3

Ampten SS.

City/Town Chicopee

December 16, 1957 9:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 21, 1957, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~or town~~ of Chicopee, as shown on said plan.

Attest.

Walter J. Greeley
Asst Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 88
Amendment No. 3
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, by Order of Taking No. 88, dated August 4, 1955, and recorded in the Registry of Deeds for the County of Hampden in Book 2408 at Page 338, take certain parcels of land in the City of Chicopee, County of Hampden as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation therewith for the so called Springfield connection, as shown on a plan signed by P. H. Kitfield, Chief Engineer, said plan being entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: August 4, 1955, scale: 40 feet to the inch," copies of which Order of Taking and plan have been filed in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the City of Chicopee, and

WHEREAS, it now appears that in said Order of Taking No. 88 and accompanying plan an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that said Order of Taking No. 88 be and the same is hereby amended as follows:

By inserting the following four paragraphs after the ninth line of Page 20 of said Order of Taking No. 88.

"An easement is hereby granted to the Western Massachusetts Electric Company, its successors and assigns, on the land hereinafter described and designated and shown on the plan hereinafter referred to Parcel EG-117. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain and operate high tension lines, so called, for the transmission of electricity overhead of a portion of the land owned in fee by the Massachusetts Turnpike Authority.

Auxiliary base line "A" and the northerly location line of the express toll highway, hereinafter referred to, are fully described in the aforesaid Order of Taking No. 88.

Parcel No. EG-117 is described as follows, and consists of a strip of land 150.00 feet in width, each side being 75.00 feet distant from and parallel to a center line. Said center line begins at a point in the northerly location line, hereinbefore referred to, said point bearing north $80^{\circ} - 37' - 58''$ west, 150.00 feet distant from station 39 + 35.00 of auxiliary base line "A", hereinbefore referred to; thence extends south $80^{\circ} - 37' - 58''$ east, 300.00 feet to a point in said northerly location line, said point bearing south $80^{\circ} - 37' - 58''$ east, 150.00 feet distant from station 39 + 35.00 of said auxiliary base line "A".

The above described parcel No. EG-117 is shown on a plan prepared by the Massachusetts Turnpike Authority and signed by P. H. Kitfield, Chief Engineer, said plan being entitled: "Plan showing easement granted to Western Massachusetts Electric Company over the 'Massachusetts Turnpike' in the City of Chicopee, Hampden County as prepared by the Massachusetts Turnpike Authority,

scale: 1" = 40', Date November 21, 1957, " an attested copy of which is to be filed with this Amendment to Order of Taking No. 88 in the Registry of Deeds for Hampden County, in Springfield."

Further, it is voted that the easement as described herein and as described and shown on said plan be granted, and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file a copy of this Amendment No. 3 to Order of Taking No. 88 along with a copy of said plan in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee attested by at least a majority of the members of the Massachusetts Turnpike Authority that the road as shown on said plan was taken as and for an express toll highway known as the 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-first day of November, , 1957.

William F. Callahan
Chairman

Bernard A. G. [unclear]
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

[Handwritten marks]

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 88, Amend. 4

NO PLAN
filed with
this amend-
ment.

Hampden SS.
City/Town ~~XXXX~~ Chicopee

May 23, 1958 9:35 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing there-
on a certificate dated May 15, 1958, ^{This date should be December 16, 1957,}
purporting to be signed by the Massachusetts Turnpike
Authority, or a majority of the members thereof, attesting
that the said Massachusetts Turnpike Authority has taken,
as a toll express highway, a new or existing way, and/or
has altered and/or relocated certain public highways in
the city ~~XXXXXX~~ of Chicopee, as shown
on said plan.

Attest.

Helen J. Greeley
Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 88
Amendment No. 4
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of August 4, 1955, by Order of Taking No. 88, take certain land in the City of Chicopee, County of Hampden, as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the Location of an Express Toll Highway Known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as Prepared by the Massachusetts Turnpike Authority, Scale: 40 feet to the inch, Date: August 4, 1955," copies of which order of taking and plan having been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears that in said Order of Taking No. 88 and accompanying plan which were recorded on August 12, 1955 in the Registry of Deeds for Hampden County, in Springfield, in Book 2408 at Page 338, an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that Page 18 of the aforesaid Order of Taking No. 88 be and the same is hereby amended as follows:

By adding the following sentence to the first full paragraph of Page 18.

"All lawful rights are reserved to the owners of this land on the date of these easement takings, their heirs, successors and assigns, to the use of this 'Springfield Connection,' so called, for all purposes for which a public way may be used, including the right to install, maintain and operate necessary public utilities in, under and over said road, provided that they do not interfere with the construction, maintenance, repair and operation of said way."

So that Page 18, as amended, shall read as follows:

operate, an express toll highway.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in certain parcels of land located outside the limits of the express toll highway taking hereinbefore described and designated on the plan hereinafter referred to as Parcels E-139, E-143, E-146, E-147, E-148, E-149, E-150 and E-151; said easements consisting of the right to enter on said land at any time to construct thereon and maintain, repair and operate a section of the "Springfield Connection" so-called, extending from the northerly location line of said express toll highway to Lombard Road as more particularly shown on the aforesaid plan. All lawful rights are reserved to the owners of this land on the date of these easement takings, their heirs, successors and assigns, to the use of this "Springfield Connection," so called, for all purposes for which a public way may be used, including the right to install, maintain, and operate necessary public utilities in, under and over said road, provided that they do not interfere with the construction, maintenance, repair and operation of said way.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in certain parcels of land located outside the limits of the express toll highway taking hereinbefore described and designated on the plan hereinbefore referred to as Parcels E-140 and E-144, said easements consisting of the right to enter on said land at any time to alter the location, change the grade and alignment and/or reconstruct a portion of Fuller Road to accommodate the same to the bridge thereover for the "Springfield Connection" hereinbefore mentioned, and to the ramps connecting Fuller Road with said "Springfield Connection." Said land shall remain subject to any lawful use by the public which will not interfere with the foregoing.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority in a parcel of land designated on the plan hereinafter referred to as Parcel E-142. Said easement consists of the right to enter on said land at any time to construct thereon and maintain,

1958 O of T. No 88, Amendment No 4

in Chicopee

Page 3.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No 88, as amended, in the Registry of Deeds for the County of Hampden and to file copies of this amendment in the office of the County Commissioners for the County of Hampden and in the office of the Clerk of the City of Chicopee

Dated at Boston this fifteenth day of May , 1958

William F. Allen

Chairman

MASSACHUSETTS

(1) Family 2/2/1

TURNPIKE

Vice Chairman

AUTHORITY

Member

Member

Massachusetts Turnpike Authority

Order of Taking No. 88

Amendment No. 3

City of Chicopee

County of Hampden

Filed - December 16, 1957

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST

BOSTON - MASS

1955

Chicopee



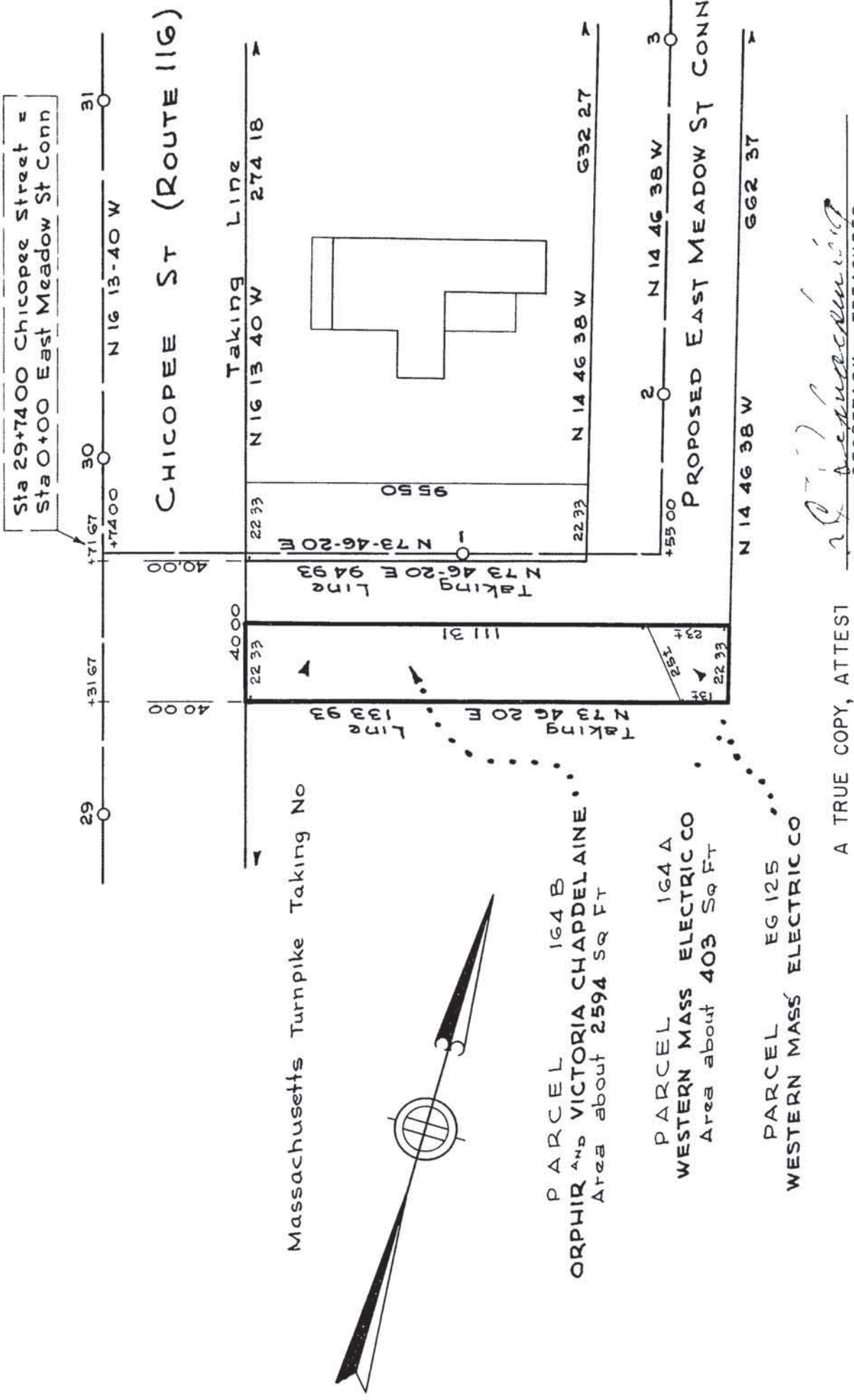
STATE HIGHWAY LAYOUT #101
I-90, Mass. Pike, taking for proposed East Meadow St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 53 PAGE 26(b).

INDEXING

STATE HIGHWAY LAYOUT #101

- Image Info** SH54044 Chicopee
- Image Info** SH54044 Chicopee Street
- Image Info** SH54044 East Meadow Street
- Image Info** SH54044 I-90
- Image Info** SH54044 Mass. Pike
- Image Info** SH54044 Route 116



Plan for the location of an
EXPRESS TOLL HIGHWAY
known as
MASSACHUSETTS TURNPIKE
in the City of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date September 22 1955
Scale 40 feet to the inch
P.H. Bergendoff
Chief Engineer

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY on September 22 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952

William F. Vaccaro Chairman
Vice Chairman
Member
MASSACHUSETTS TURNPIKE AUTHORITY
Approved
Howard, Needles, Tammen & Bergendoff

A TRUE COPY, ATTEST
SECRETARY - TREASURER

ORDER OF TAKING No 101

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 101

Notary SS.

City/Town Chilcopee

October 7, 19 55 9:55 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated September 22, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city or town of Chilcopee, as shown on said plan.

Attest:

Edward J. Lanes
asst Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 101
City of Chicopee
County of Hampden

For the purpose of locating and constructing a way in the City of Chicopee, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the taking hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and for telephone communications, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden all of said land being taken in fee simple, the supposed owners thereof, shown on a plan, hereinafter referred to, being set forth in the schedule of awards, hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances, for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken but with the provision that all said facilities, except high tension lines, so called, shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Further, in connection with the construction, maintenance, repair and operation of the express toll highway as described in

Order of Taking No. 9 recorded in the Registry of Deeds for Hampden County in Springfield in Book 2364 at Page 98 and in Order of Taking No. 35 recorded in the Registry of Deeds for Hampden County in Springfield in Book 2383 at Page 23 it is necessary to locate a way in the City of Chicopee, said way being deemed necessary by the Massachusetts Turnpike Authority for the carrying out the provisions of Chapter 354 of the Acts of 1952.

The taking for this purpose (hereinafter referred to sometimes as Additional East Meadow Street connection taking) is for providing access to owners of property abutting said taking and also for use by the public.

The taking for the Additional East Meadow Street Connection is more fully described as follows:

The taking line for the additional East Meadow Street connection taking begins at a point on the easterly street line of Chicopee Street in the City of Chicopee, said point bearing north $73^{\circ}-46'-20''$ east 40.00 feet distant from station 29+31.67 of the main baseline of Chicopee Street as described in Order of Taking 35 recorded in the Registry of Deeds for Hampden County in Springfield in Book 2383 at Page 23; thence extends north $73^{\circ}-46'-20''$ east 133.93 feet to a point; thence extends north $14^{\circ}-46'-38''$ west 22.33 feet to a point on the southerly taking line of the said East Meadow Street connection; thence extends south $73^{\circ}-46'-20''$ west 134.50 feet to a point on the easterly street line of said Chicopee Street hereinbefore referred to; thence extends south $16^{\circ}-13'-40''$ east along said easterly street line of Chicopee Street to the point of beginning.

The lines defining the aforesaid Additional East Meadow Street Connection taking are further defined by bounds set at angle points.

An easement is hereby granted to the Western Massachusetts Electric Company, its successors and assigns, within a portion of the additional Meadow Street connection taking hereinbefore described. Said easement consists of the right, subject to the

regulations of the Massachusetts Turnpike Authority to construct, maintain and operate high tension lines, so called, for the transmission of electricity overhead of land hereby taken by the Massachusetts Turnpike Authority. Said easement designated on the plan hereinafter referred to as Parcel EG-125 is more fully described as follows:

Begins at the junction of the southerly and easterly location lines of the additional East Meadow Street Connection hereinbefore described: thence extends in a northerly direction along said easterly taking line 22.33 feet to the junction of the easterly and northerly taking lines of said additional East Meadow Street connection taking; thence extends in a westerly direction along said northerly location line 23± feet to a point; thence extends in a southeasterly direction 25± feet to a point on the said southerly taking line; thence extends in an easterly direction along said southerly taking line to the point of beginning.

An easement is hereby granted in the additional East Meadow Street Connection taking, hereinbefore described, to the public and to the following owners of land:

Orphir and Victoria Chapdelaine, their heirs and assigns

Walter E. and Jennie S. Leja, their heirs and assigns

John and Josepha Ziemba and

Walter F. and Jean J. Czepiel, their heirs and assigns

Western Massachusetts Electric Company, its successors and assigns

Walter J. and Stella C. Czepiel, their heirs and assigns

Lawrence E. and Arthur R. Fortier, their heirs and assigns

Said easement consists of the right to construct and maintain necessary public utilities upon the land included in said taking and to use said land for all purposes for which a public way may be used in the City of Chicopee.

The Additional East Meadow Street Connection taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared

by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County as prepared by the Massachusetts Turnpike Authority, Date September 22, 1955 Scale: 40 feet to the inch, an attested copy of which is to be recorded with this order of taking, in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
164B	Orphir & Victoria Chapdelaine	2594 s.f.	\$1.00
164A	Western Massachusetts Electric Company	403 s.f.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the nineteenth day of November, 1955 (unless otherwise agreed upon).

It is therefore

Voted, that said additional East Meadow Street Connection be located as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan signed by at least a majority of the members of the MASSACHUSETTS

TURNPIKE AUTHORITY attesting that the road as shown on said plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-second day of September 1955.

William F. Cole
Chairman

MASSACHUSETTS

Bryan J. Scott
Vice Chairman

TURNPIKE

John R. Kewer
Member

AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 101
City of Chicopee
County of Hampden

Filed - October 7, 1955

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.
BOSTON - MASS.

1955

Chicopee



STATE HIGHWAY LAYOUT #107
I-90, Mass. Pike, taking on north line between stations 65-85

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 53 PAGE 27.

INDEXING

STATE HIGHWAY LAYOUT #107

- Image Info SH54045 Chicopee
- Image Info SH54045 I-90
- Image Info SH54045 Mass. Pike

P. Schuchter
SECRETARY - TREASURER

Access

"MASSACHUSETTS TURNPIKE"

HAMPDEN COUNTY

Date: September 22, 1955

Scale: 100 feet to the inch

PKP

Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 107

Harvard SS.

City/Town Chicopee

October 7, 19 55

9:55 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated September 22, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city or town of Chicopee, as shown on said plan.

Attest:

Edward J. Tancip

Ass't Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 107
City of Chicopee
County of Hampden

For the purpose of constructing, maintaining, repairing and operating as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953 a road in the City of Chicopee, County of Hampden, and for the purpose of preserving and protecting the aforesaid express toll highway, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair, and operation of the express toll highway, as described in Order of Taking No. 9, recorded in the Registry of Deeds for Hampden County, at

Springfield in book 2364 at page 98, it is necessary to take two (2) additional parcels of land which are hereby taken in behalf of the Massachusetts Turnpike Authority in one taking north of and abutting the northerly location line of the express toll highway as described in said Order of Taking No. 9.

The main base line, and the northerly location line for the express toll highway hereinafter referred to, are all described in the aforesaid Order of Taking No. 9.

The taking, in connection with the express toll highway, on the northerly side of the express toll highway as described in the aforesaid Order of Taking No. 9 and consisting of Parcels 300, and 301 as shown on the plan hereinafter referred to is more fully described as follows:

Said taking line begins at a point on the northerly location line of the express toll highway, hereinbefore referred to, said point bearing north $62^{\circ}-04'-42''$ west, 316.37 feet distant from station 65+78.00 of the main base line of the express toll highway hereinbefore referred to; thence extends north $62^{\circ}-04'-42''$ west, 266.04 feet to a point bearing north $62^{\circ}-04'-42''$ west, 582.41 feet distant from station 65+78.00 of said main base line; thence extends north $47^{\circ}-55'-18''$ east 2,031.43 feet to a point bearing north $43^{\circ}-27'-31''$ west, 471.47 feet distant from station 84+23.16 of said main base line; thence extends south $87^{\circ}-57'-00''$ east, 388.96 feet to a point on said northerly location line, said point bearing north $40^{\circ}-56'-19''$ west, 200.00 feet distant from station 86+87.03 of said main base line; thence extends in a westerly direction along said northerly location line by a curve to the left of 6,200.00 feet radius, 381.77 feet to a point bearing north $44^{\circ}-28'-00''$ west, 200.00 feet distant from station 83+17.58 of said main base line; thence extends north $44^{\circ}-28'-00''$ west, 25.00 feet to a point bearing north $44^{\circ}-28'-00''$ west, 225.00 feet distant from station 83+17.58 of said main base line; thence extends along said northerly location line south $47^{\circ}-55'-18''$ west to the point of beginning.

The lines defining said taking are further defined by bounds set at angle points and points of curvature.

An easement is hereby granted to the Western Massachusetts Electric Company, its successors and assigns. Said easement consists of the right to lay, construct, maintain and use high tension wires to pass overhead within the limits of the aforesaid taking, subject to the regulations of the Massachusetts Turnpike Authority. Said easement is designated on the plan hereinafter referred to as EG-300.

The aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an express toll highway known as 'MASSACHUSETTS TURNPIKE' in the City of CHICOPEE, HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: September 22, 1955 Scale 100 feet to the inch," an attested copy of which is to be recorded with this Order of Taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
300	Lawrence E. & Arthur R. Fortier	12.42 Ac.
301	Heirs of Lawrence F. Fortier	1980 SF.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 19th day of November, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said taking be made as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 22nd day of September, 1955.

<u>William F. Ballahan</u> Chairman	MASSACHUSETTS
<u>Bryan H. Hunt</u> Vice-Chairman	TURNPIKE
<u>John R. Kewer</u> Member	AUTHORITY

John R. Kewer

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 107
City of Chicopee
County of Hampden

Filed - October 7, 1955

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

no
plan

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 107, Amendment No. 1

Hampden SS.

City/~~XXXX~~ Chicopee

January 13, 19 56 11:15 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated December 29, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city or ~~town~~ of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

No plan

Order of Taking No. 107
Amendment No. 1
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of September 22, 1955, by Order of Taking No. 107, take certain land in the City of Chicopee, County of Hampden, as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an express toll highway known as 'MASSACHUSETTS TURNPIKE' in the City of CHICOPEE, HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: September 22, 1955, Scale: 100 feet to the inch", copies of which Order of Taking and plan have been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee; and

WHEREAS, it now appears that in said Order of Taking No. 107 and said plan which were recorded October 7, 1955 in the Registry of Deeds for Hampden County, at Springfield, in book 2421, page 444; as Document No. 28250, an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that page 3 of the aforesaid Order of Taking No. 107 be and the same hereby is amended by striking out paragraph 3 and inserting in place thereof, the following paragraph:--

"For damages sustained by persons in their property by reason of the aforesaid taking, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
300	Lawrence E. & Arthur R. Fortier	12.42 acres	\$1.00
301	Heirs of Lawrence E. Fortier	1980 sq.ft.	1.00 "

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 107 in the Registry of Deeds for Hampden County, and to file copies of said amendment in the Office of the County Commissioners for Hampden County and in the office of the Clerk of the City of Chicopee.

Dated at Boston this twenty-ninth day of December, 1955.

William F. Fortier
Chairman

Joseph M. Fortier
Vice Chairman

John K. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority
Order of Taking No. 107
Amendment No. 1
City of Chicopee
County of Hampden

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST
BOSTON - MASS

1955

Chicopee



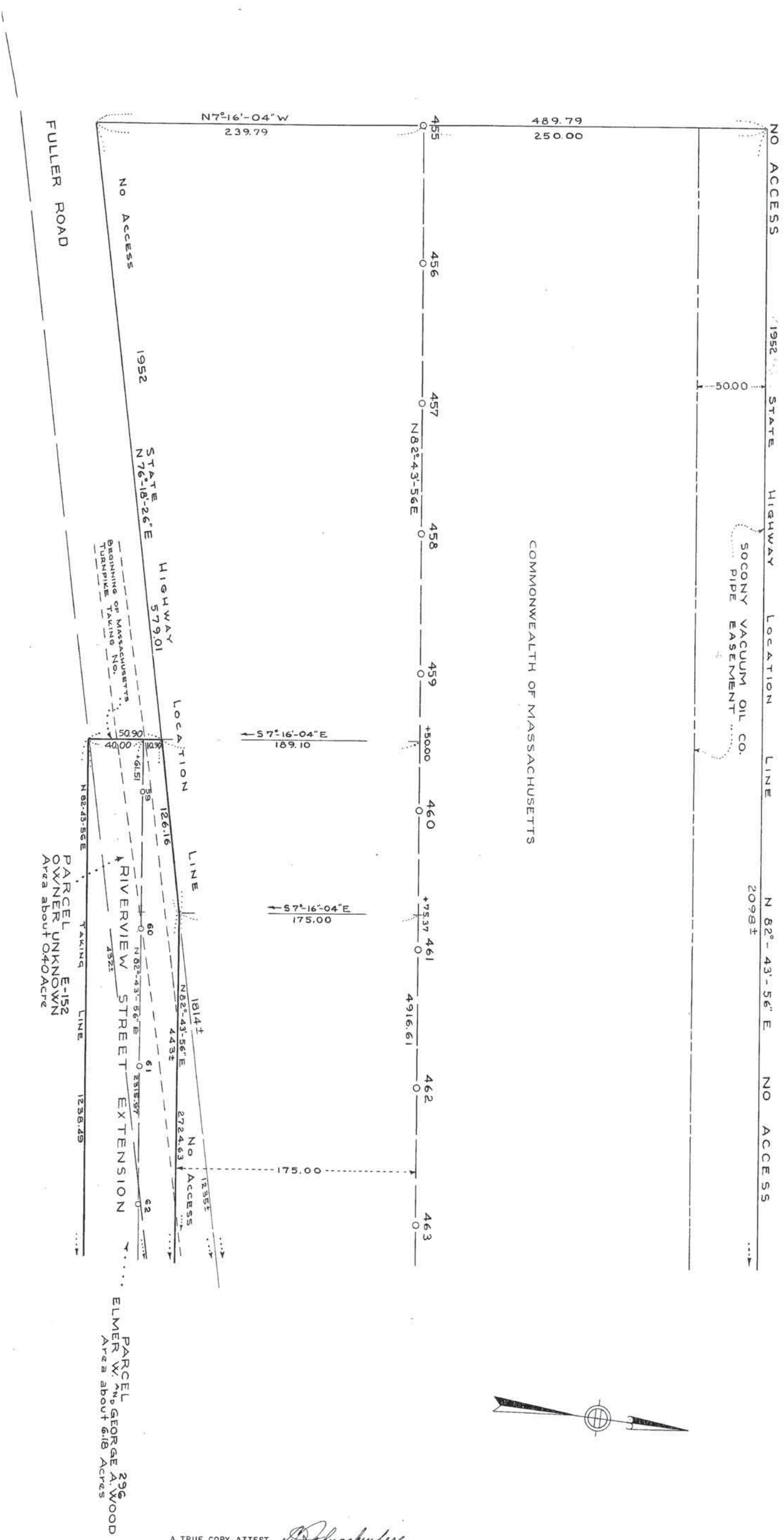
STATE HIGHWAY LAYOUT #119
I-90, Mass. Pike, station 445 & City line & Riverview St. Extn.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 54 PAGES 63-69.

INDEXING

STATE HIGHWAY LAYOUT #119

- Image Info SH54046 Chicopee
- Image Info SH54046 Fuller Road
- Image Info SH54046 I-90
- Image Info SH54046 Mass. Pike
- Image Info SH54046 Riverview Street Extension



A TRUE COPY, ATTEST

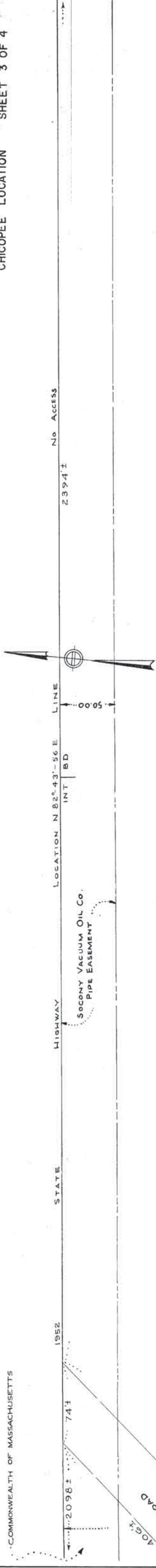
[Signature]
SECRETARY - TREASURER

Plan for the location of an
EXPRESS TOLL HIGHWAY
known as
"MASSACHUSETTS TURNPIKE"
in the City of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date: December 22, 1955.
Scale: 40 feet to the inch
[Signature]
Chief Engineer

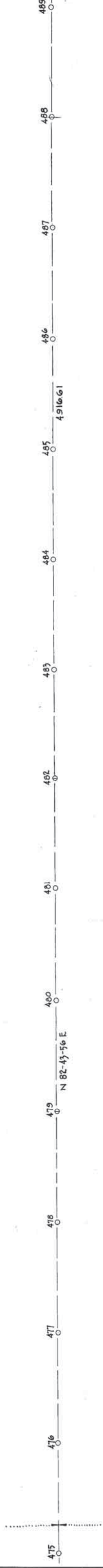
This certifies that the location of the road as shown
on this plan was taken as and for an express toll highway
known as "MASSACHUSETTS TURNPIKE" or as an alteration
and/or relocation in connection therewith, by the MASSACHUSETTS
TURNPIKE AUTHORITY on December 22, 1955 in accordance
with the provisions of Chapter 354 of the Acts of 1952.

[Signature] Chairman
[Signature] Vice Chairman
[Signature] Member
MASSACHUSETTS TURNPIKE AUTHORITY
Approved: *[Signature]*
Howard, Needles Tammen & Bergendoff.

ORDER OF TAKING No. 119

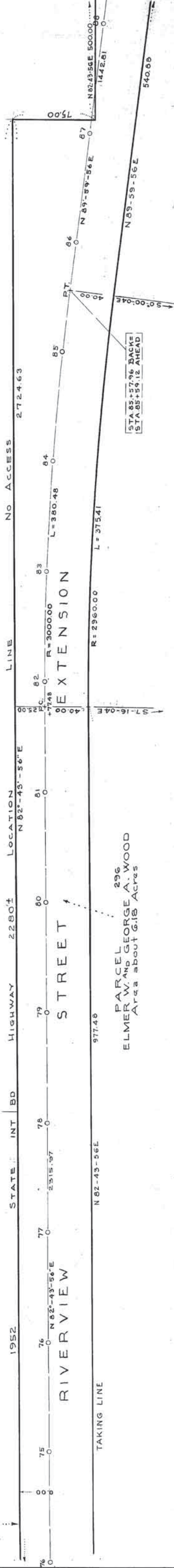


COMMONWEALTH OF MASSACHUSETTS



175.00

COMMONWEALTH OF MASSACHUSETTS

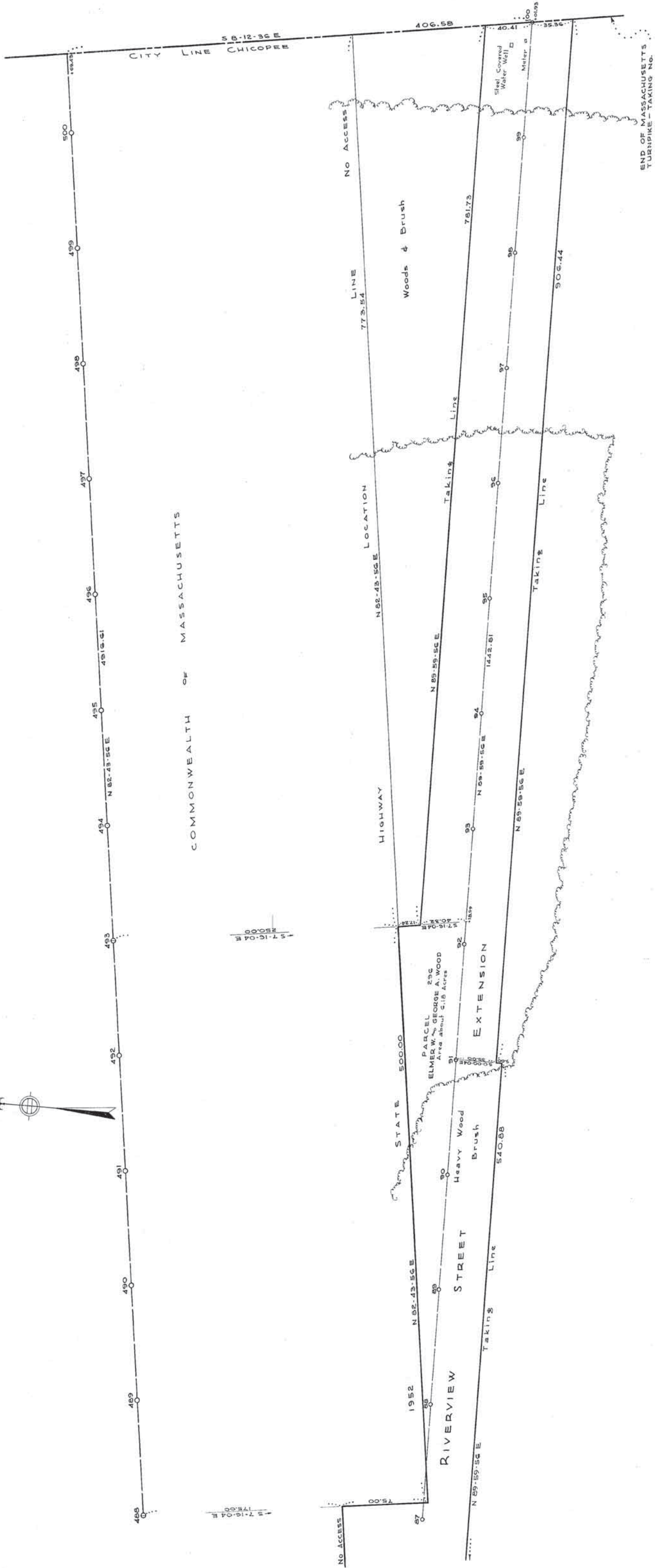


TAKING LINE

PARCEL
ELMER W. AND GEORGE A. WOOD
Area about 6.18 Acres

STA 85+37.96 BACK=
STA 85+59.12 AHEAD

540.00



COMMONWEALTH OF MASSACHUSETT

Order of Taking No. 119
City of Chicopee
County of Hampden

For the purpose of relocating and extending a portion of a public highway in the City of Chicopee, County of Hampden, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple (with the exception of Parcel E-152 referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

Excepted and reserved from the rights herein taken are all lawful rights of the public to use Riverview Street as hereby altered, reconstructed and/or relocated in accordance with the takings, hereinafter described.

Further excepted and reserved from the rights herein taken are all lawful rights of the public to use that portion of Fuller Road included within the Riverview Street Extension taking hereinafter described.

In connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in the City of Chicopee, it is necessary to change the location of and to extend a public highway in said City of Chicopee, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952. Said taking, hereinafter referred to sometimes as the Riverview Street Extension taking, is for the purpose of relocating and extending Riverview Street in said city and consists of one taking southerly of and partially abutting the southerly location line of the 1952 State Highway Layout hereinafter referred to. Said Riverview Street Extension taking is more fully described as follows:

The main base line and the southerly layout line for the 1952 State Highway Layout, in the City of Chicopee, herein referred to, are all described in Order of Taking and Layout No. 3994, Massachusetts Department of Public Works, dated July 22, 1952, recorded in the Registry of Deeds for Hampden County at Springfield in book 2187 at page 513.

The base line for said Riverview Street Extension begins at a point in Fuller Road, said point bearing south $7^{\circ}-16'-04''$ east, 200.00 feet distant from station $459 + 50.00$ of the 1952 State Highway Layout hereinbefore referred to, and shown on the said plan as station $58 + 61.51$; thence extends north $82^{\circ}-43'-56''$ east, 2315.97 feet to a point of curve, shown on said plan as station $81 + 77.48$; thence extends in an easterly direction by a curve to the right of 3000.00 feet radius, 380.48 feet to a point of tangent, shown on said plan as station $85 + 57.96$ or station $85 + 59.12$ for the line ahead; thence extends north $89^{\circ}-59'-56''$ east, 1442.81 feet to a point shown on said plan as station $100 + 01.93$.

The taking line for said Riverview Street Extension follows along the southerly location line of the 1952 State Highway Layout hereinbefore referred to, beginning at a point on said southerly location line of the 1952 State Highway Layout, said point bearing south $7^{\circ}-16'-04''$ east, 189.10 feet distant from station $459 + 50.00$ of the main base line of the said 1952 State Highway Layout; thence extends north $76^{\circ}-18'-26''$ east, 126.16 feet to a point bearing south $7^{\circ}-16'-04''$ east, 175.00 feet distant from station $460 + 75.37$ of said 1952 State Highway Layout main base line; thence extends north $82^{\circ}-43'-56''$ east, 2724.63 feet to a point bearing south $7^{\circ}-16'-04''$ east, 175.00 feet distant from station $488 + 00.00$ of said main base line; thence extends south $7^{\circ}-16'-04''$ east, 75.00

feet to a point bearing south $7^{\circ}-16'-04''$ east, 150.00 feet distant from station 488 + 00.00 of said main base line; thence extends north $82^{\circ}-43'-56''$ east, 500.00 feet to a point bearing south $7^{\circ}-16'-04''$ east, 250.00 feet distant from station 493 + 00.00 of said main base line; thence extends south $7^{\circ}-16'-04''$ east, 17.24 feet to a point bearing north $7^{\circ}-16'-04''$ west, 40.32 feet distant from station 92 + 18.99 of the base line for Riverview Street Extension, hereinbefore described; thence extends north $89^{\circ}-59'-56''$ east, 781.73 feet to a point bearing north $8^{\circ}-12'-36''$ west, 40.41 feet distant from station 100 + 01.93 of said base line for Riverview Street Extension, said point also being on the dividing line between the City of Chicopee and the Town of Ludlow; thence extends along said dividing line south $8^{\circ}-12'-36''$ east, 75.77 feet to a point bearing south $8^{\circ}-12'-36''$ east, 35.36 feet distant from station 100 + 01.93 of said base line for Riverview Street Extension; thence extends south $89^{\circ}-59'-56''$ west, 906.44 feet to a point bearing south $0^{\circ}-00'-04''$ east, 35.00 feet distant from station 91 + 00.00 of said base line for Riverview Street Extension; thence extends south $0^{\circ}-00'-04''$ east, 5.00 feet to a point; thence extends south $89^{\circ}-59'-56''$ west, 540.88 feet to a point of curve, said point bearing south $0^{\circ}-00'-04''$ east, 40.00 feet distant from station 89 + 59.12 of said base line for Riverview Street Extension, or station 85 + 57.96 for the line ahead, as shown on the plan hereinafter referred to; thence extends in a southwesterly direction by a curve to the left of 2960.00 feet radius, 375.41 feet to a point bearing south $7^{\circ}-16'-04''$ east, 40.00 feet distant from station 81 + 77.48 of said base line for Riverview Street Extension; thence extends south $82^{\circ}-43'-56''$ west, 977.48 feet to a point bearing south $7^{\circ}-16'-04''$ east, 40.00 feet distant from station 72 + 00.00 of said base line for Riverview Street Extension; thence extends north $7^{\circ}-16'-04''$ west, 15.00 feet to a point bearing south $7^{\circ}-16'-04''$ east, 25.00 feet distant from station 72 + 00.00 of said base line for Riverview Street Extension; thence extends in a westerly direction 25.00 feet distant from and parallel to said base line for Riverview Street Extension 100.00 feet to a point bearing south $7^{\circ}-16'-04''$ east, 25.00 feet distant from station 71 + 00.00 of said base line for Riverview Street Extension; thence extends south $7^{\circ}-16'-04''$ east, 15.00 feet to a point; thence extends south $82^{\circ}-43'-56''$ west, 1238.49 feet to a point on the southerly street line of existing Fuller Road, said point bearing south $7^{\circ}-16'-04''$ east, 40.00 feet distant from station 58 + 61.51 of said base line for Riverview Street Extension; thence extends north $7^{\circ}-16'-04''$ west, 50.90 feet to the point of beginning.

The lines defining the aforesaid Riverview Street Extension taking are further defined by bounds set at angle points and points of curvature.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Riverview Street Extension taking, hereinbefore described, and designated on the plan of said taking as Parcel E-152, said easement consisting of the right to alter and reconstruct said portion of Fuller Road in the City of Chicopee. Said land

shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of the express toll highway, hereinbefore referred to, or the aforesaid alteration, reconstruction, relocation or extension of Riverview Street.

There are two intermediate bounds on the taking line for Riverview Street Extension hereinbefore referred to. Said bounds are shown on the plan of said taking hereinafter referred to and appear at about opposite station 470 + 00.00 of the main base line for the 1952 State Highway Layout hereinbefore referred to; and at about opposite station 479 + 00.00 of said main base line.

The aforesaid Riverview Street Extension taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the City of CHICOPEE, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY date: December 22, 1955 scale: 1" = 40'," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County, at Springfield, Massachusetts.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
296	Elmer W. & George A. Wood	6.18 ac.	\$1.00
E-152	Owner Unknown (Fuller Road)	0.40 ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fourth day of February, 1956 (unless otherwise agreed upon).

It is therefore

Voted, That said Riverview Street Extension be located and extended as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 22nd day of December, 1955.

William F. Cappelman
Chairman

Benjamin W. Hunt
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1956

Chicopee



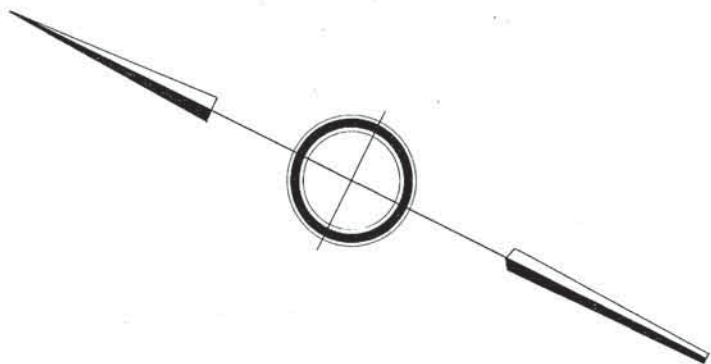
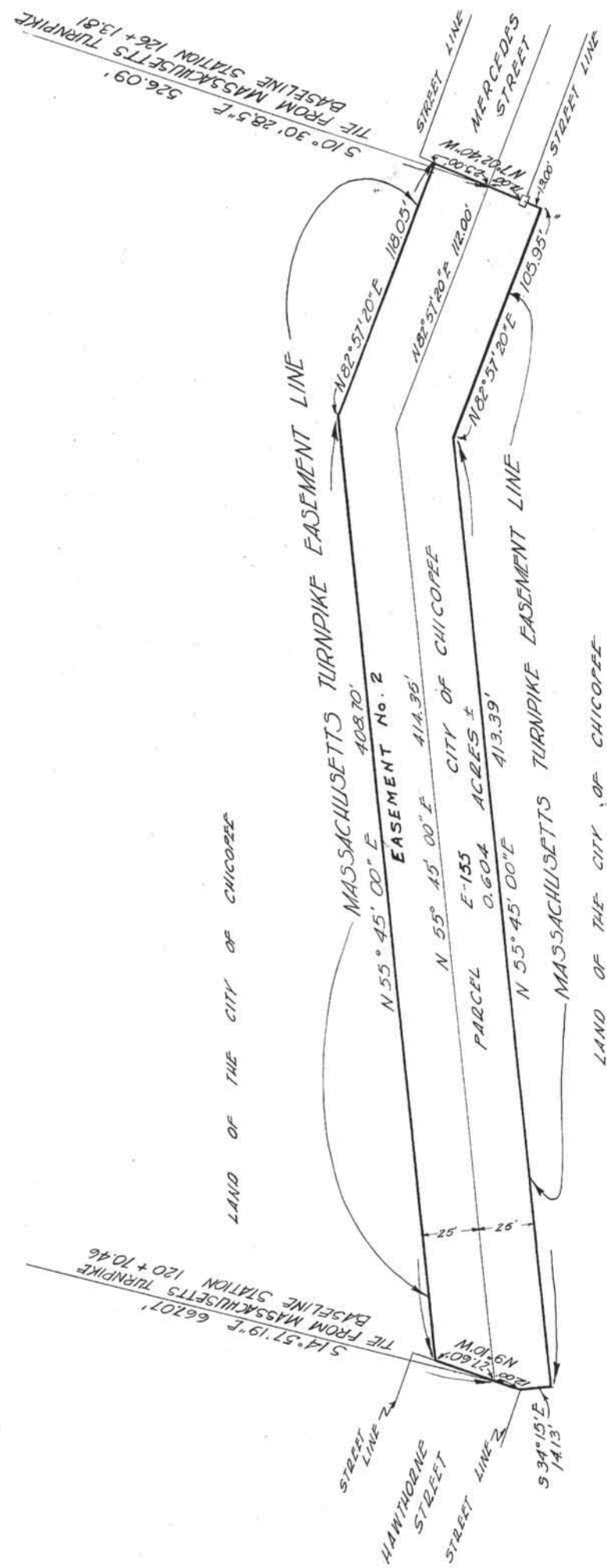
STATE HIGHWAY LAYOUT #140
I-90, Mass. Pike, easements for waterlines to Montgomery St., Route 33,
Hawthorne to Mercedes Sts.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGES 106-108.

INDEXING

STATE HIGHWAY LAYOUT #140

- Image Info SH54047 Chicopee
- Image Info SH54047 Hawthorne Street
- Image Info SH54047 I-90
- Image Info SH54047 Mass. Pike
- Image Info SH54047 Mercedes Street
- Image Info SH54047 Montgomery Street
- Image Info SH54047 Route 33



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 140

Hampden SS.

City/Town ~~XXXX~~ Chicopee

April 16, 19 56 11:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 29, 19 56 purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~XXXXXX~~ of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 140
City of Chicopee
County of Hampden

For the purpose of locating and constructing a water pipe line in the City of Chicopee, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said city, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking No. 75, recorded in the Registry of Deeds for Hampden County at Springfield, in book 2403 at page 415, it is necessary to construct a pipe line for which three permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority, two takings,

all being south of the southerly location line of the Massachusetts Turnpike, as described in said Order of Taking No. 75.

The permanent easements constituting said takings consists of the right to enter upon the land included in said takings at any time to construct thereon and to maintain and use a pipe line for the conveyance of water.

The permanent easement on the southerly side of the Massachusetts Turnpike as described in the aforesaid Order of Taking No. 75 and consisting of Parcels E-153, 154 and 155, as shown on the plan hereinafter referred to, is more fully described as follows:

Easement No. 1:

Said taking begins at a point on the westerly street line of Route 33, said point bearing south 6°-40'-00" west, 675.26 feet distant from station 151 + 33.65 of the main base line of the express toll highway as described in Order of Taking No. 75; thence extends north 16°-45'-19" east, 25.57 feet along said westerly street line of Route 33 to a point; thence extends south 84°-30'-06" west, 781.80 feet to a point; thence extends north 81°-16'-10" west, 50.07 feet to a point; thence extends in a westerly direction by a curve to the right of 450.00 feet radius, 290.10 feet to a point; thence extends north 58°-35'-00" west, 92.74 feet to a point; thence extends south 83°-13'-00" west, 538.60 feet to a point on the easterly street line of Montgomery Street; thence extends south 20°-20'-00" east, along said easterly street line of Montgomery Street 25.72 feet to a point bearing south 4°-58'-36" east, 716.07 feet distant from station 132 + 89.58 of the main base line of the express toll highway as described in said Order of Taking No. 75; thence extends south 20°-20'-00" east along said easterly street line of Montgomery Street 25.72 feet to a point; thence extends north 83°-13'-00" east, 509.24 feet to a point; thence extends south 58°-35'-00" east, 211.37 feet to a point; thence extends south 81°-16'-10" east, 231.14 feet to a point; thence extends north 84°-30'-06" east, 777.26 feet to a point on the said westerly street line of Route 33; thence extends north 16°-45'-19" east, 25.57 feet along said westerly street line of Route 33 to the point of beginning.

Easement No. 2:

Said taking begins at a point on the westerly street line of Mercedes Street bearing south 10°-30'-28.5" east, 526.09 feet distant from station 126 + 13.81 of the main base line of the express toll highway as described in Order of Taking No. 75; thence extends north 7°-02'-40" west along said westerly street line of Mercedes Street 25.00 feet to a point; thence extends south 82°-57'-20" west, 118.05 feet to a point; thence extends south 55°-45'-00" west, 408.70 feet to a point on the easterly street line of Hawthorne Street; thence extends south 9°-10'-00" east along said easterly street line of Hawthorne Street 27.60 feet to

a point bearing south 14°-57'-19" east, 667.07 feet distant from station 120 + 70.46 of the main base line of the express toll highway as described in said Order of Taking No. 75; thence extends south 9°-10'-00" east along said easterly street line of Hawthorne Street 12.00 feet to a point; thence extends south 34°-15'-00" east, 14.13 feet to a point; thence extends north 55°-45'-00" east, 413.39 feet to a point; thence extends north 82°-57'-20" east, 105.95 feet to a point on the westerly street line of Mercedes Street; thence extends north 7°-02'-40" west, 25.00 feet to the point of beginning.

The aforesaid permanent easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of a pipe line made necessary by the location of the Massachusetts Turnpike in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority scale: 1" = 40', date: "

an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
E-153	Kathryn M. Balthazar	0.945 ac.	\$1.00
E-154	Peter Harry	1.054 ac.	1.00
E-155	City of Chicopee	0.604 ac.	1.00

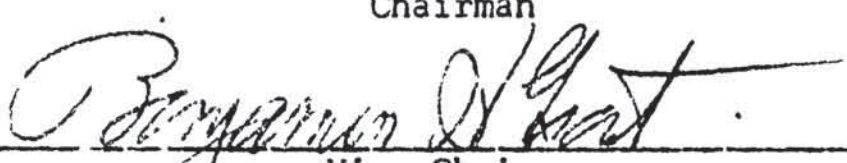
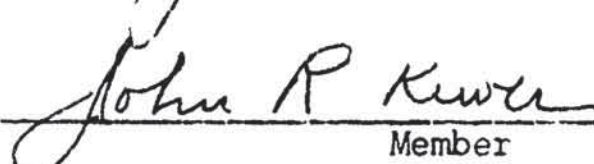
The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the
fifteenth day of May, 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said easements be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the permanent easements as shown on said plan was taken as and for the construction, maintenance, repair or relocation of a pipe line for an express toll highway known as 'Massachusetts Turnpike' or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-ninth day of March, 1956.

_____	Chairman
	
_____	Vice Chairman
	
_____	Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 140
City of Chicopee
County of Hampden

Filed-April 16, 1956

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

1956

Chicopee



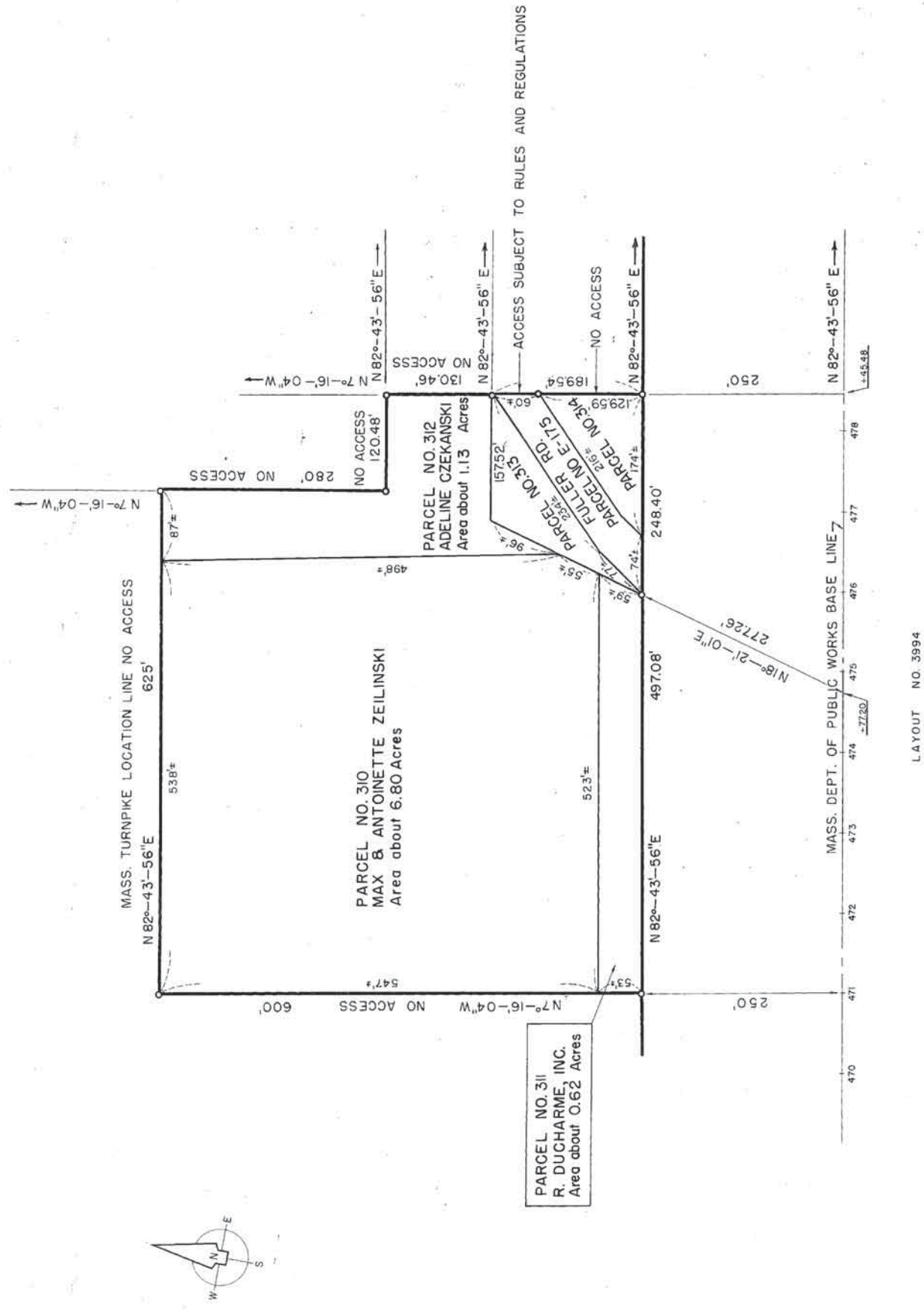
STATE HIGHWAY LAYOUT #143
I-90, Mass Pike, taking on north line between stations 471-478, near Fuller Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 56 PAGE 6.

INDEXING

STATE HIGHWAY LAYOUT #143

- Image Info SH54048 Chicopee
- Image Info SH54048 Fuller Road
- Image Info SH54048 I-90
- Image Info SH54048 Mass. Pike



PARCEL NO.	OWNER	AREA
PARCEL NO. 313	CITY OF CHICOPEE	about 0.26 Acres
PARCEL NO. 314	CITY OF CHICOPEE	about 0.27 Acres
PARCEL NO. E-175	OWNER UNKNOWN	about 0.31 Acres

ORDER OF TAKING NUMBER 143

A TRUE COPY, ATTEST: *John R. Kurn* SECRETARY TREASURER

PLAN FOR THE LOCATION OF AN EXPRESS TOLL HIGHWAY KNOWN AS THE CHICOPEE HAMPSHIRE COUNTY AS PREPARED BY THE MASSACHUSETTS TURNPIKE AUTHORITY

"MASSACHUSETTS TURNPIKE"

IN THE CITY OF CHICOPEE

ON: APRIL 12TH 1956

IN ACCORDANCE WITH PROVISIONS OF CHAPTER 354 OF THE ACTS OF 1952

MASSACHUSETTS TURNPIKE AUTHORITY

SCALE: 1" = 100'

DATE: APRIL 12TH 1956

CHIEF ENGINEER *John R. Kurn*

MEMBER *John R. Kurn*

MASSACHUSETTS TURNPIKE AUTHORITY

CHAIRMAN *John R. Kurn*

VICE CHAIRMAN *John R. Kurn*

HOWARD WETMORE, TOWN ENGINEER

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 143

Hampden SS.

City/~~Town~~ Chicopee

April 27, 19 56

2:00 p.m.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 12, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~XXXXXXXX~~ of Chicopee, as shown on said plan.

Attest:

Edward J. McKay
Asst. Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 143
City of Chicopee
County of Hampden

For the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, a road in the City of Chicopee, County of Hampden, for the purpose of carrying out the provisions of Chapter 354 of the Acts of 1952; the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take under the provisions of Chapter 79 of the General Laws and of said Chapter 354 of the Acts of 1952, all the lands within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers and other appurtenances for the conveyance of electricity and for telephone communication located therein) situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple (with the exception of Parcel E-175 hereinafter described, in which an easement is hereby taken) the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits (unless otherwise noted below) for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

The northerly location line and the main base line hereinafter referred to are fully described in Order of Taking No. 3994 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County at Springfield on July 22, 1952, in book 2187 at page 513.

The aforesaid taking is more fully described as follows:

Beginning at a point on the northerly location line as described in Massachusetts Department of Public Works Taking No. 3994 hereinbefore referred to, said point bearing north $7^{\circ}-16'-04''$ west, 250.00 feet distant from station 478 + 45.48 of the main base line as described in Massachusetts Department of Public Works Taking No. 3994 hereinbefore referred to; thence extends north $7^{\circ}-16'-04''$ west, 320.00 feet to a point bearing north $7^{\circ}-16'-04''$ west, 570.00 feet distant from station 478 + 45.48 of the said main base line; thence extends south $82^{\circ}-43'-56''$ west, 120.48 feet to a point; thence extends north $7^{\circ}-16'-04''$ west, 280.00 feet to a point; thence extends south $82^{\circ}-43'-56''$ west, 625.00 feet to a point bearing north $7^{\circ}-16'-04''$ west, 850.00 feet distant from station 471.00 of the said main base line; thence extends south $7^{\circ}-16'-04''$ east, 600.00 feet to a point on said northerly location line, bearing north $7^{\circ}-16'-04''$ west, 250.00 feet distant from station 471 + 00.00 of the said main base line; thence extends in an easterly direction along said northerly location line to the point of beginning.

The location lines of the taking hereinbefore described are further defined by bounds set at angle points and points of curvature.

Access to and egress from the taking hereinbefore described is restricted being permitted only, subject to rules and regulations of the Massachusetts Turnpike Authority, between a point on the easterly location line of the taking hereinbefore described, said point bearing north $7^{\circ}-16'-04''$ west, 379.59 feet distant from station 478 + 45.48 of the main base line as described in Massachusetts Department of Public Works Taking No. 3994, hereinbefore referred to, and a point on said easterly location line of the taking hereinbefore described, said point bearing north $7^{\circ}-16'-04''$ west, 439.54 feet distant from station 478 + 45.48 of the main base line as described in said Massachusetts Public Works Taking No. 3994.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in and over a certain parcel of land included within the limits of the express toll highway taking hereinbefore described and designated on the plan hereinafter referred to as Parcel E-175; said easement consisting of the right to enter on said land at any time to construct, maintain, repair and operate an express toll highway or an alteration and/or relocation thereof.

The aforesaid express toll highway taking and the easement herein taken are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 100', date: April 12, 1956 , " an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
310	Max & Antoinette Zeilinski	6.80 ac.	\$1.00
311	R. Ducharme, Inc.	0.62 ac.	1.00
312	Adeline Czekanski	1.13 ac.	1.00
313	City of Chicopee	0.26 ac.	1.00
314	City of Chicopee	0.27 ac.	1.00
E-175	Owner Unknown (Fuller Road	0.31 ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby
remove their personal property from the premises on or before the
1956 (unless otherwise agreed upon).

The aforesaid express toll highway taking and the easement herein taken are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 100', date: April 12, 1956 , " an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
310	Max & Antoinette Zeilinski	6.80 ac.	\$1.00
311	R. Ducharme, Inc.	0.62 ac.	1.00
312	Adeline Czekanski	1.13 ac.	1.00
313	City of Chicopee	0.26 ac.	1.00
314	City of Chicopee	0.27 ac.	1.00
E-175	Owner Unknown (Fuller Road	0.31 ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the thirty-first day of May, 1956 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan, and that the Secretary-Treasurer of

the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk(s) of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twelfth day of April, 1956.

William T. Callahan
Chairman

Benjamin V. Hart
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 143
City of Chicppee
County of Hampden

Filed - April 27, 1956

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

1956

Chicopee

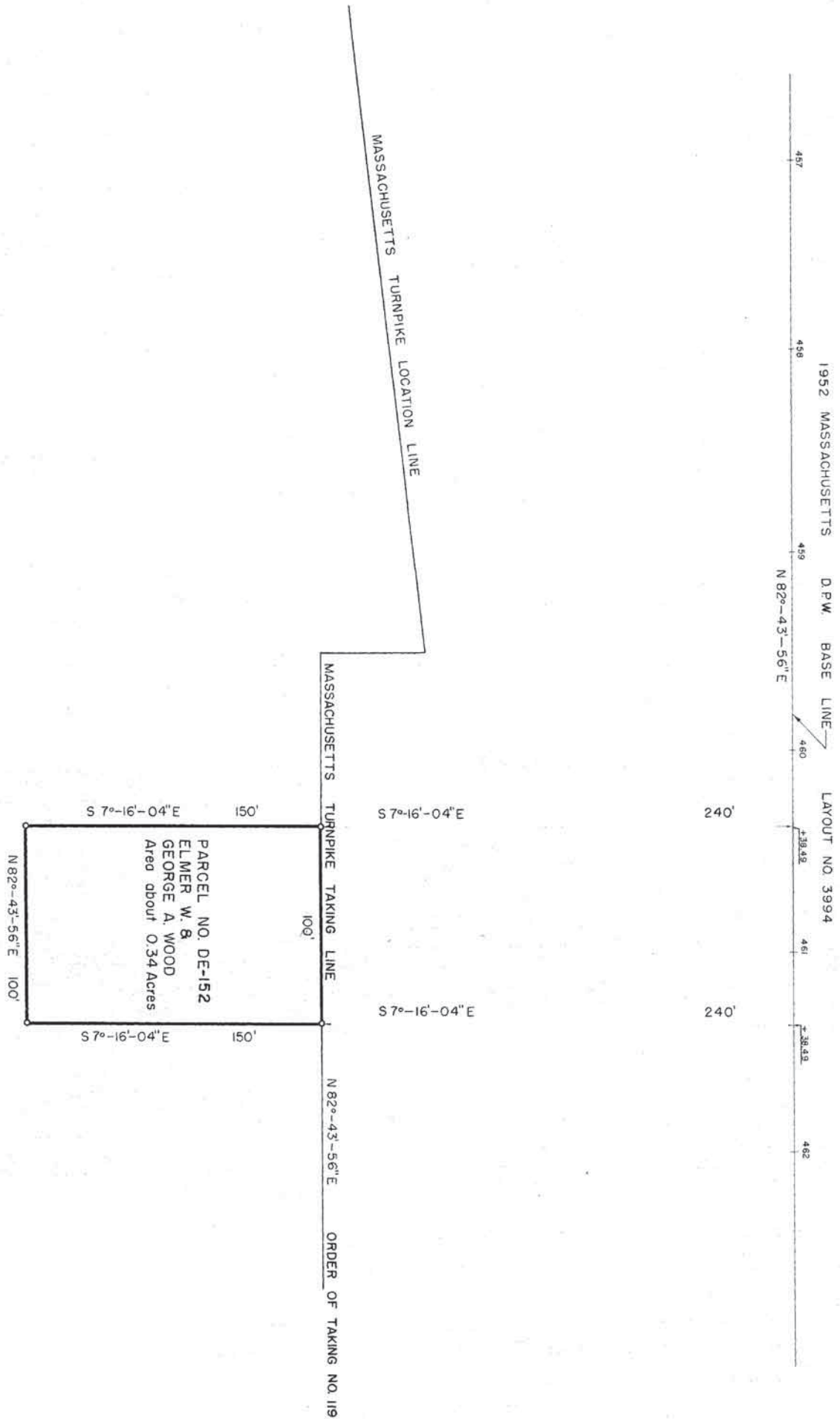


STATE HIGHWAY LAYOUT #146
I-90, Mass Pike, drainage easement taking at station 461
near taking 119

INDEXING

STATE HIGHWAY LAYOUT #146

- Image Info SH54049 Chicopee
- Image Info SH54049 I-90
- Image Info SH54049 Mass. Pike



ORDER OF TAKING NO. 146
A TRUE COPY, ATTEST [Signature]
SECRETARY TREASURER

This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and, or relocation in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on May 10, 1956
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman William T. Callahan
Vice Chairman John R. Kuen
Member [Signature]

MASSACHUSETTS TURNPIKE AUTHORITY
Approved [Signature]
Howard, Needles, Tammen & Bergendoff

PLAN FOR THE LOCATION OF A
DRAINAGE EASEMENT
for the
MASSACHUSETTS TURNPIKE
in the city of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale 1" = 40' [Signature] Date: May 10, 1956
Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 146

Hampden SS.

City/~~Town~~ Chicopee

May 25, 1956

10:45 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated May 10, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~of~~ of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 146
City of Chicopee
County of Hampden

For the purpose of locating and constructing drainage structures in the City of Chicopee, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said city, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the taking hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of sewage, water, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking No. 119, recorded in the Registry of Deeds for Hampden County, at Springfield, in book 2444 at page 146, it is necessary to construct drainage structures and ditches for which a permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority in one taking, said taking being south of and abutting the southerly

taking line of the Riverview Street extension, as described in Order of Taking No. 119.

The permanent easement constituting said taking consists of the right to enter upon the land included in said taking at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon.

The southerly taking line for the Riverview Street extension hereinafter referred to, is described in Order of Taking No. 119, recorded in the Registry of Deeds for Hampden County at Springfield in book 2444 at page 146.

The main base line hereinafter referred to is described in Massachusetts Department of Public Works 1952 Layout No. 3994, recorded in the Registry of Deeds for Hampden County, at Springfield in book 2187 at page 513.

The permanent drainage easement taking on the southerly side of the express toll highway as described in the aforesaid Order of Taking No. 119 and consisting of Parcel DE-152, as shown on the plan hereinafter referred to, is more fully described as follows:

Beginning at a point on the southerly taking line of the Riverview Street extension taking hereinbefore referred to, said point bearing south 7°-16'-04" east, 240.00 feet distant from station 460 + 38.49 of the main base line of the Massachusetts Department of Public Works Layout No. 3994 hereinbefore referred to; thence extends south 7°-16'-04" east, 150.00 feet to a point; thence extends north 82°-43'-56" east, 100.00 feet to a point; thence extends north 7°-16'-04" west, 150.00 feet to a point on the said southerly taking line of the Riverview Street extension bearing south 7°-16'-04" east, 240.00 feet distant from station 461 + 38.49 of the said main base line of the Massachusetts Department of Public Works Layout No. 3994; thence extends in a westerly direction along the said southerly taking line of the Riverview Street extension 100.00 feet to the point of beginning.

The aforesaid permanent drainage easement taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled: "Plan for the Location of a Drainage Easement for the Massachusetts Turnpike in the City of

Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: May 10, 1956, scale: 1" = 40', an attested copy of which is to be filed with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
DE-152	Elmer W. & George A. Wood	0.34 ac.	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty seventh day of June 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said drainage easement be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easement as shown on said plan was taken as and for the construction, maintenance, repair and relocation of drainage facilities for an express toll highway known as 'MASSACHUSETTS TURNPIKE'

or for alterations and/or relocation in connection therewith by the
MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter
354 of the Acts of 1952.

Dated at Boston this tenth day of May, 1956.

William F. Casarano
Chairman
Benjamin J. West
Vice Chairman
John R. Kuen
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 146

City of Chicopee

County of Hampden

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST

BOSTON - MASS

1956

Chicopee



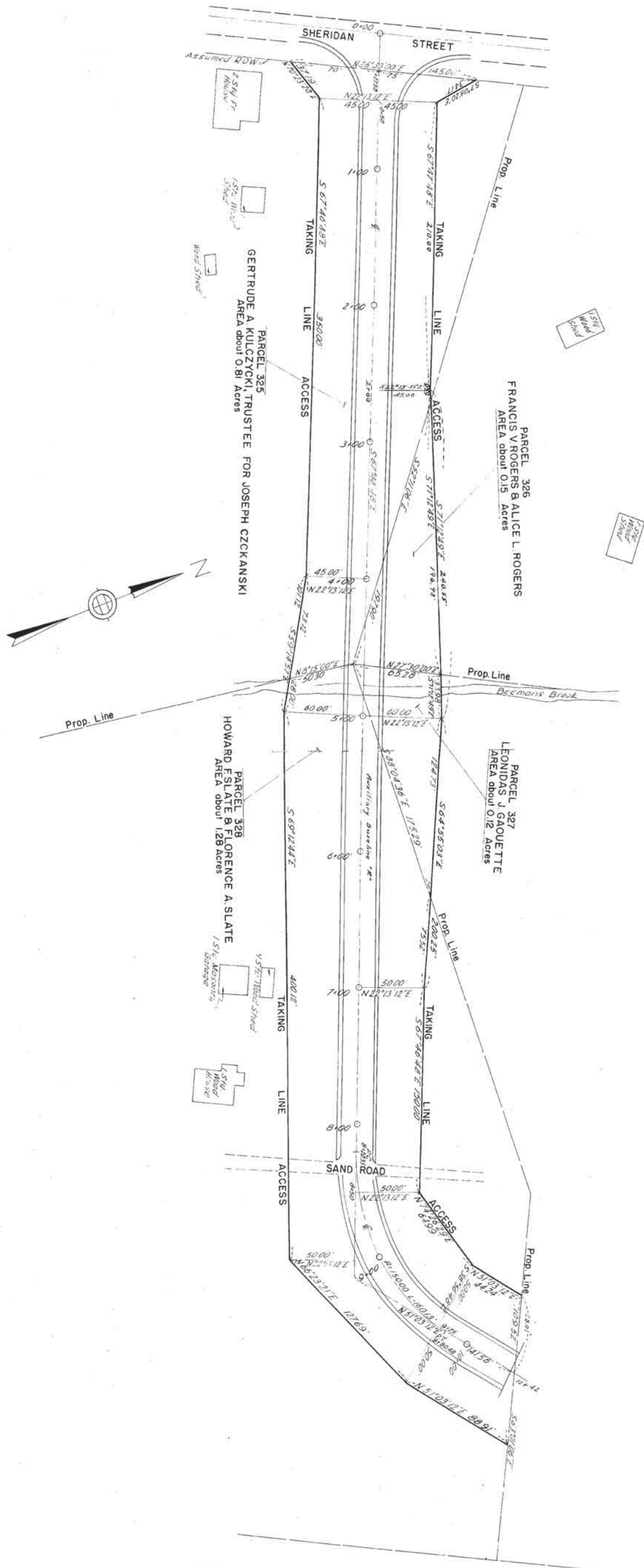
STATE HIGHWAY LAYOUT #157
I-90, Mass. Pike, taking for Slate Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 57 PAGE 28.

INDEXING

STATE HIGHWAY LAYOUT #157

- Image Info SH54050 Chicopee
- Image Info SH54050 I-90
- Image Info SH54050 Mass. Pike
- Image Info SH54050 Slate Road



ORDER OF TAKING NO. 157
A TRUE COPY ATTEST *[Signature]*
SECRETARY-TREASURER

Plan for the location of an
ACCESS ROAD
in connection with
"MASSACHUSETTS TURNPIKE"
in the City of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date July 3, 1956
Scale: 40 feet to the inch
[Signature]
Chief Engineer

This certifies that the location of the road as shown
on this plan was taken as and for an express toll highway
known as "MASSACHUSETTS TURNPIKE" or as an alteration
and/or relocation in connection therewith, by the MASSACHUSETTS
TURNPIKE AUTHORITY on July 3, 1956
with the provisions of Chapter 354 of the Acts of 1952

[Signature] Chairman
[Signature] Vice Chairman
[Signature] Member
MASSACHUSETTS TURNPIKE AUTHORITY

Approved: *[Signature]*
Howard, Needles Tamman & Bergendoff

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 157

Nampden SS.

City/Town ~~XXXXX~~ Chicopee

July 27, 19 56 10:33 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 3, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~XXXXXX~~ of Chicopee, as shown on said plan.

Attest:

Edward J. McRay
Asst. Clerk of Courts

Massachusetts Turnpike Authority

Order of Taking No. 157
City of Chicopee
County of Hampden

Filed - July 27, 1956

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 157
City of Chicopee
County of Hampden

For the purpose of locating, constructing, maintaining, repairing and operating an access road to provide access to and egress from land otherwise made inoperative in the City of Chicopee, County of Hampden, deemed necessary ~~for~~ carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

The baseline of the access road taking, designated as auxiliary baseline "R" begins at a point on Sheridan Street in the City of Chicopee, shown on a plan hereinafter referred to as station 0+00. From said point of beginning auxiliary baseline "R" extends south $67^{\circ}-46'-48''$ east 820.35 feet to a point of curve shown on said plan as station 8+20.35; thence extends on a northeasterly direction by a curve to the left of 150.00 feet radius 160.13 to a point of tangent shown on said plan as station 9+75; thence extends north $51^{\circ}-03'-12''$ east 141.58 feet to a point on the common property line of Leonidas J. Gaoutte and Howard F. and Florence A. Slate and shown on said plan as station 10+42.

The taking for the access road is more fully described as follows:

Beginning at a point on the easterly street line of Sheridan Street, said point bearing north $26^{\circ}-33'-00''$ east 75.00 feet distant from station 0+27.58 of auxiliary baseline "R" hereinbefore described; thence extends south $7^{\circ}-08'-20''$ east 34.17 feet to a point bearing north $22^{\circ}-13'-12''$ east 45.00 feet distant from station 0+50.00 of said auxiliary baseline "R"; thence extends south $67^{\circ}-47'-48''$ east 210.00 feet to a point bearing north $22^{\circ}-13'-12''$ east 45.00 feet distant from station 2+60 of said auxiliary baseline "R"; thence extends south $71^{\circ}-12'-49''$ east 240.55 feet to a point bearing north $22^{\circ}-13'-12''$ east 60.00 feet distant from station 5+00 of said auxiliary baseline "R"; thence extends south $64^{\circ}-55'-03''$ east 200.25 feet to a point bearing north $22^{\circ}-13'-12''$ east 50.00 feet distant from station 7+00 of said auxiliary baseline "R"; thence extends south $67^{\circ}-46'-48''$ east 150.00 feet to a point bearing north $22^{\circ}-13'-12''$ east 50.00 feet distant from station 8+50 of said auxiliary baseline "R"; thence extends north $74^{\circ}-26'-29''$ east 64.99 feet to a point bearing north $38^{\circ}-56'-48''$ west 50.00 feet distant from station 9+75 of said auxiliary baseline "R"; thence extends north $51^{\circ}-03'-12''$ east 44.24 feet to a point bearing north $63^{\circ}-01'-06''$ west 58.01 feet distant from station 10+42 of said auxiliary baseline "R"; thence extends south $63^{\circ}-01'-06''$ east 109.52 feet to a point bearing south $63^{\circ}-01'-06''$ east 51.51 feet distant from station 10+42 of said auxiliary baseline "R"; thence extends south $51^{\circ}-03'-12''$ west 88.91 feet to a point bearing south $38^{\circ}-56'-48''$ east 50.00 feet distant from station 9+75 of said auxiliary baseline "R"; thence extends south $66^{\circ}-23'-21''$ east 127.69 feet to a point; thence extends north $69^{\circ}-12'-44''$ west 400.12 feet to a point bearing south $22^{\circ}-13'-12''$ west 60.00 feet distant from station 5+00 of said auxiliary baseline "R"; thence extends north $59^{\circ}-14'-57''$ west

101.12 feet to a point bearing south 22°-13'-12" west 45.00 feet distant from station 4+00 of said auxiliary baseline "R"; thence extends north 67°-46'-48" west 350.00 feet to a point bearing south 22°-13'-12" west 45.00 feet distant from station 0+50 of said auxiliary baseline "R"; thence extends south 70°-23'-28" west 37.19 feet to a point on the easterly street line of Sheridan Street, said point bearing south 26°-33'-00" west 75.00 feet distant from station 0+27.58 of said auxiliary baseline "R"; thence extends along the said easterly street line of Sheridan Street north 26°-33'-00" east 145.00 feet to the point of beginning.

The aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an access road in connection with an Express Toll Highway known as Massachusetts Turnpike in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: July 3, 1956 scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
325	Gertrude A. Kulczycki, Trustee for Joseph Czckanski	0.81 Ac.	\$1.00
326	Francis V. Rogers & Alice L. Rogers	0.15 Ac.	1.00
327	Leonidas J. Gaoutte	0.12 Ac.	1.00
328	Howard F. Slate & Florence A. Slate	1.28 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty-fifth day of August, 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said access road be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the permanent easements as shown on said plan was taken as and for the construction, maintenance, repair or relocation of an access road in connection with an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this third day of July, 1956.

William T. Sullivan
Chairman
Bryan H. Frost
Vice Chairman
John R. Kuwer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 157
City of Chicopee
County of Hampden

Filed - July 27, 1956

From the office of

MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

1956

Chicopee



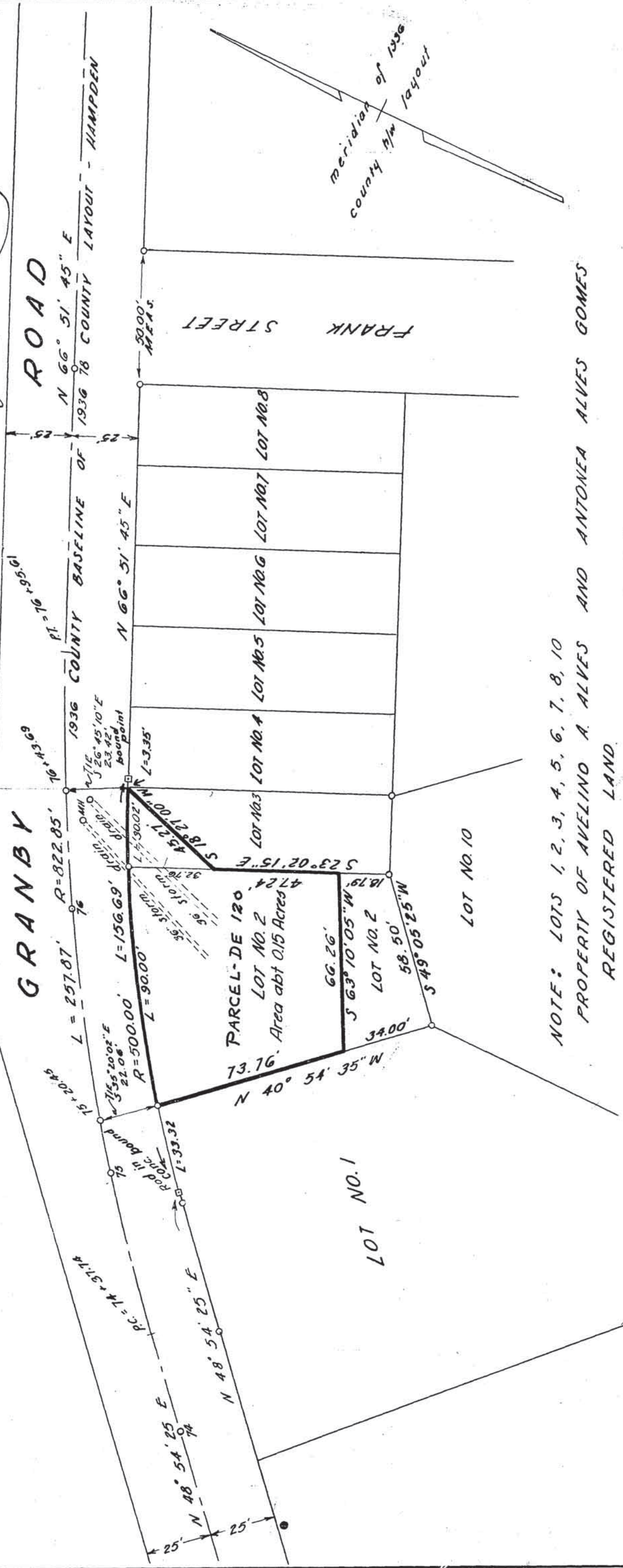
STATE HIGHWAY LAYOUT #164
I-90, Mass. Pike, drainage easement taking on Granby Rd.
near Pond St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGE 24.

INDEXING

STATE HIGHWAY LAYOUT #164

- Image Info SH54051 Chicopee
- Image Info SH54051 Frank Street
- Image Info SH54051 Granby Road
- Image Info SH54051 I-90
- Image Info SH54051 Mass. Pike
- Image Info SH54051 Pond Street



Order of Taking No 164

Plan for the location of a
Drainage Easement
for the
Massachusetts Turnpike
in the city of
CHICOPEE
Hampden County
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale: 1"=40' Date: Nov. 8, 1956
P.H. [Signature]
Chief Engineer

This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and or relocations in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on November 8, 1956
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman [Signature]
Vice - Chairman [Signature]
Member [Signature]

MASSACHUSETTS TURNPIKE AUTHORITY

Approved [Signature]
Howard, Needles, Tammen & Bergendoff

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 164

Hamden SS.

City/~~Town~~ Chicopee

December 4, 19 56 10:12 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 8, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~or town~~ of Chicopee, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 164
City of Chicopee
County of Hampden

For the purpose of locating and constructing drainage structures in the City of Chicopee, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said city, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the right herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described on Order of Taking No. 9 recorded in the office of the Registry of Deeds for Hampden County, at Springfield, in book 2364 at page 98, it is necessary to construct drainage structures and ditches for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in one taking; said taking being south of and abutting the southerly street line of Granby Road.

The permanent drainage easement taking on the southerly side of Granby Road in the City of Chicopee, consisting of Parcel DE-120 as shown on the plan hereinafter referred to is more fully described as follows:

Parcel DE-120. A parcel of land supposed to belong to Avelino A. Alves and Antonea Alves Gomes located on the southeasterly side of existing Granby Road; the boundary of which begins at a point on the southeasterly street line of said road bearing south $26^{\circ}-45'-10''$ east 23.42 feet distant from station 76 + 43.69 of the baseline of the 1936 County Layout on said Granby Road as shown on said plan; thence extends south $18^{\circ}-27'-00''$ west, 45.27 feet to a point; thence extends south $23^{\circ}-02'-15''$ east, 47.24 feet to a point; thence extends south $63^{\circ}-10'-05''$ west, 66.26 feet to a point; thence extends north $40^{\circ}-54'-35''$ west, 73.76 feet to a point again on the southeasterly street line of Granby Road bearing south $35^{\circ}-20'-02''$ east, 22.06 feet distant from station 75 + 20.45 of the said 1936 County base line; thence extends northeasterly along said southeasterly street line of said Granby Road by a curve to the right of 500.00 feet radius, 156.69 feet to the point of beginning described above.

The aforesaid taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the Location of a Drainage Easement for the Massachusetts Turnpike in the City of Chicopee, Hampden County, as Prepared by

the Massachusetts Turnpike Authority scale 1" = 40' date

November 8, 1956 " an attested copy of which is to be recorded with this order of taking in the Hampden County Registry of Deeds at Springfield.

The parcel of land included in this taking is registered land, and is shown on the plan hereinbefore to as Parcel DE-120, said land being registered in the Registered Land Office for Hampden County at Springfield, as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Cert. No.</u>
DE-120	Avelino A. Alves & Antonea Alves Gomes	37	5	7245

For damages sustained by persons in their property by reason of the aforesaid taking the following award is made:

<u>Parcel No.</u>	<u>Owner</u>	<u>Area</u>	<u>Award</u>
DE-120	Avelino A. Alves & Antonea Alves Gomes	0.15 Ac.	\$1.00

The name of the owner herein given, although supposed to be correct, is such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty-eighth day of December, 1956 (unless otherwise agreed upon).

It is therefore

Voted, That the said drainage easement be located and constructed as described herein and as described and shown on said plan;

and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the easement as shown on said plan was taken for the purpose of constructing, maintaining, repairing and operating drainage structures thereon.

Dated at Boston this eighth day of November, 1956.

William F. Calahan
Chairman

Bryan D. Hunt
Vice Chairman

Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 164
City of Chicopee
County of Hampden

Filed - Dec. 4, 1956

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1956

Chicopee



STATE HIGHWAY LAYOUT #172
I-90, Mass. Pike, temorary drainage easement
taking on north of station 53

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 58 PAGE 96.

INDEXING

STATE HIGHWAY LAYOUT #172
Image Info SH54052 Chicopee
Image Info SH54052 I-90
Image Info SH54052 Mass. Pike

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 172

Hampden SS.

City ~~XXXXX~~ Chicopee

October 26, 19 56 9:20 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated October 4, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~XXXXXX~~ of Chicopee, as shown on said plan.

Attest:

Edward J. Farrell

assr

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 172
City of Chicopee
County of Hampden

For the purpose of locating and constructing temporary drainage structures in the City of Chicopee, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said city, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in temporary easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking No. 9 recorded in the Registry of Deeds for Hampden County, at Springfield, in book 2364 at page 98, it is necessary to construct drainage structures and ditches for which a temporary easement is hereby taken in behalf of the Massachusetts Turnpike Authority in one taking, being north of the northerly location line of the express toll highway, as described in Order of Taking No. 9.

The temporary easement constituting said taking consists of the right to enter upon the land included in said taking at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon, and will continue only as long as is necessary in the opinion of the Massachusetts Turnpike Authority.

The main base line and the northerly location line of the express toll highway, hereinafter referred to, are all described in Order of Taking No. 9 recorded in the Registry of Deeds for Hampden County at Springfield in book 2364 at page 98.

The temporary drainage easement taking on the northerly side of the northerly location line as described in the aforesaid Order of Taking No. 9 and consisting of Parcel No. TE-1 as shown on the plan hereinafter referred to is more fully described as follows:

The taking line begins at a point on the property line between land belonging to Walter J. and Stella C. Czepiel, and land belonging to Walter E. and Jennie S. Leja, said point bearing north $44^{\circ}-28'-00''$ west, 430.52 feet distant from station 53 + 06.89 of the main base line of the express toll highway, hereinbefore referred

to; thence extends south $84^{\circ}-43'-22''$ west, 117.50 feet along said property line to a point; thence extends north $36^{\circ}-57'-25''$ west, 413.38 feet to a point on a proposed East Meadow Street connection; thence extends north $10^{\circ}-13'-22''$ east, 94.17 feet along said proposed street to a point; thence extends north $82^{\circ}-13'-22''$ east, 289± feet to a point; thence extends south $36^{\circ}-57'-25''$ east, 430± feet to a point on the property line between land belonging to the aforesaid Czepiel and land belonging to the City of Chicopee; thence extends in a generally southerly direction 100± feet along said property line to a point; thence extends south $84^{\circ}-43'-22''$ west, 284± feet to the point of beginning.

The lines defining the taking are further defined by bounds set at angle points and points of curvature.

The aforesaid temporary drainage easement taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of a temporary easement in connection with an Express Toll Highway known as the Massachusetts Turnpike in the City of Chicopee, Hampden County as prepared by the Massachusetts Turnpike Authority date: October 4, 1956.

scale 1" = 40' ", an attested copy of which is to be filed with this order of taking in the Registry of Deeds for Hampden County.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
TE-1	Walter J. & Stella C. Czepiel	3.69 Ac.	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid

are hereby required to remove their personal property from the premises on or before the twenty-eighth day of November, 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said temporary easement be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easement as shown on said plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this fourth day of October, 1956.

William F. Callahan
Chairman
Benjamin W. Hunt
Vice Chairman
John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 172
City of Chicopee
County of Hampden

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1956

Chicopee



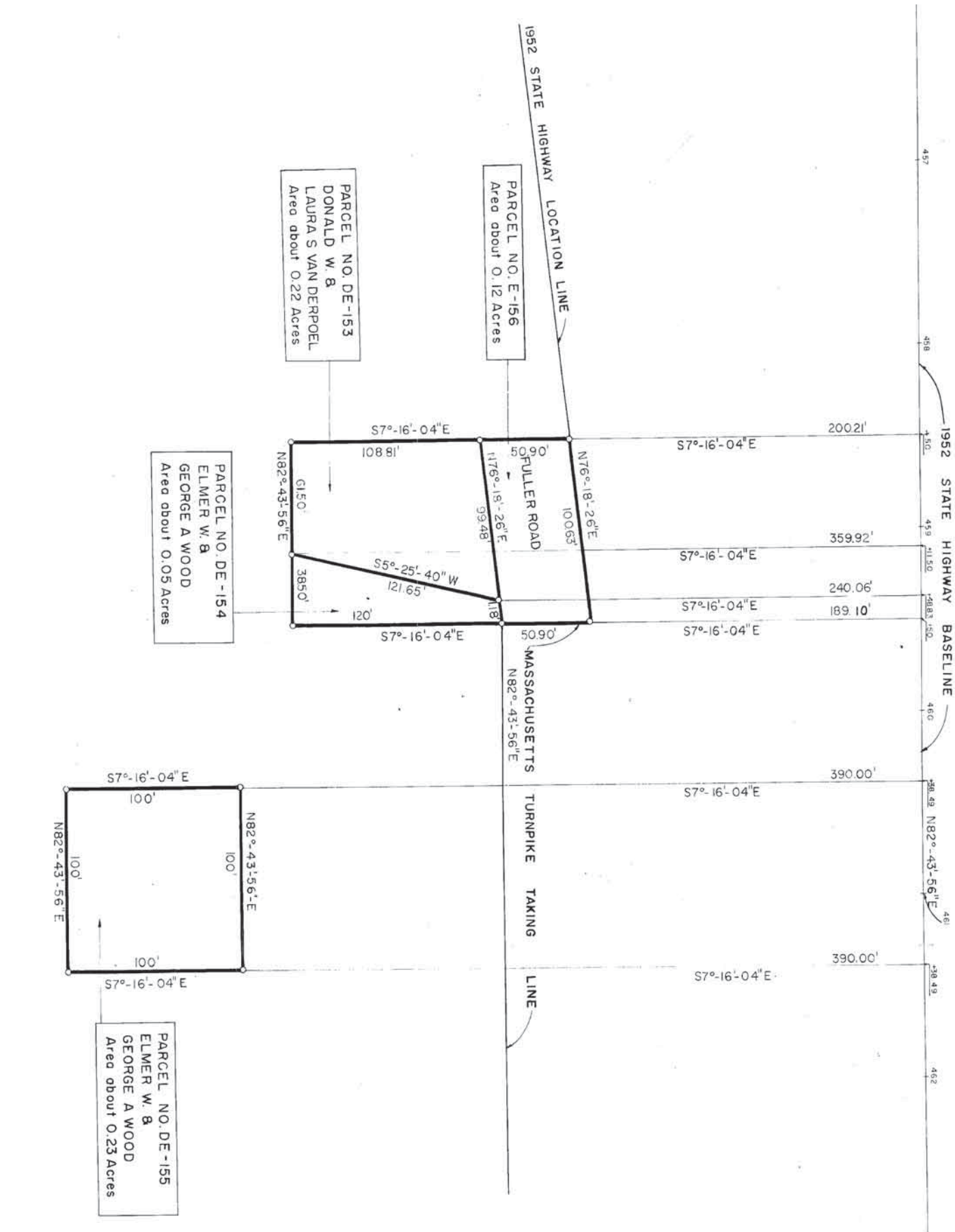
STATE HIGHWAY LAYOUT #175
I-90, Mass. Pike, drainage easement taking around station 460, near Fuller Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGE 2.

INDEXING

STATE HIGHWAY LAYOUT #175

- Image Info SH54053 Chicopee
- Image Info SH54053 Fuller Road
- Image Info SH54053 I-90
- Image Info SH54053 Mass. Pike



ORDER OF TAKING NO. 175
A TRUE COPY, ATTEST *John A. Hewes* SECRETARY TREASURER

This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and, or relocation in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on October 25, 1956
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman William F. O'Connell
Vice Chairman James J. Trout
Member John A. Hewes

MASSACHUSETTS TURNPIKE AUTHORITY
Approved John A. Hewes
Howard, Needles, Tammen & Bergendoff

PLAN FOR THE LOCATION OF A
DRAINAGE EASEMENT
for the
MASSACHUSETTS TURNPIKE
in the city of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale 1"=40' Date October 25, 1956
John A. Hewes
Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 173

Hampton SS.

City/~~TOWN~~ Chicopee

Nov. 7, 19 56 2:15 P.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated October 25, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city of ~~TOWN~~ of Chicopee, as shown on said plan.

Attest:

Edward J. W. Kay
asst. Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 175
City of Chicopee
County of Hampden

For the purpose of locating and constructing drainage structures in the City of Chicopee, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said city, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking and Highway Layout No. 3994, Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County in book 2187 at page 513, as also described in Order of Taking No. 119, recorded in said Registry of Deeds in book 2444 at page 146, and

as also described in Order of Taking No. 146, recorded in said Registry of Deeds in book 2470 at page 71, it is necessary to construct drainage structures and ditches for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in two takings, one being south of and abutting the southerly location line of the aforesaid Highway Layout No. 3994, and the other being south of and abutting the southerly taking line of the aforesaid Order of Taking No. 146.

The permanent easements constituting said takings consist of the right to enter upon the land included in said takings at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon.

The main base line, which may also be referred to as 1952 State Highway base line, and the southerly location line, which may also be referred to as 1952 State Highway location line, for the relocation hereinafter referred to, are all described in Order of Taking and Highway Layout No. 3994, hereinbefore referred to, and recorded in the Registry of Deeds for Hampden County at Springfield, in book 2187 at page 513.

The permanent drainage easement taking on the southerly side of the southerly location line, as described in the aforesaid Order of Taking and Highway Layout No. 3994, and consisting of Parcels E-156, DE-153 and DE-154, as shown on the plan hereinafter referred to, is more fully described as follows:

The taking lines begin at a point on the southerly location line, hereinbefore referred to, said point bearing south $07^{\circ}-16'-04''$ east, 200.21 feet distant from station 458 + 50.00 of the main base line, hereinbefore referred to; thence extends south $07^{\circ}-16'-04''$ east, 159.71 feet to a point bearing south $07^{\circ}-16'-04''$ east, 359.92 feet distant from station 458 + 50.00 of said main base line; thence extends north $82^{\circ}-43'-56''$ east, 100.00 feet to a point bearing south $07^{\circ}-16'-04''$ east, 360.00 feet distant from station 459 + 50.00 of said main base line; thence extends north $07^{\circ}-16'-04''$ west, 170.90 feet to a point on said southerly location line, said point bearing south

07°-16'-04" east, 189.10 feet distant from station 459 + 50.00 of said main base line, then northerly 50.90 feet of said line abutting the westerly taking line of Order of Taking No. 119, hereinbefore referred to; thence extends in a westerly direction along said southerly location line 100.63 feet to the point of beginning.

The taking lines of the taking hereinbefore described are further defined by bounds set at angle points and points of curvature.

The permanent drainage easement taking on the southerly side of the southerly taking line, as described in the aforesaid Order of Taking No. 146, and consisting of Parcel No. DE-155, as shown on the plan hereinafter referred to, is more fully described as follows:

The taking lines begin at a point on the southerly taking line, hereinbefore referred to, said point bearing south 07°-16'-04" east, 390.00 feet distant from station 460 + 38.49 of the main base line, hereinbefore referred to; thence extends south 07°-16'-04" east, 100.00 feet to a point bearing south 07°-16'-04" east, 490.00 feet distant from station 460 + 38.49 of said main base line; thence extends north 82°-43'-56" east, 100.00 feet distant from station 461 + 38.49 of said main base line; thence extends north 07°-16'-04" west, 100.00 feet to a point on said southerly taking line, said point bearing south 07°-16'-04" east, 390.00 feet distant from station 461 + 38.49 of said main base line; thence extends in a westerly direction along said southerly taking line 100.00 feet to the point of beginning.

The taking lines of the taking hereinbefore described are further defined by bounds set at angle points and points of curvature.

The said land in which a permanent easement is being taken and shown on the plan hereinafter referred to as Parcel No. E-156 and known as Fuller Road and/or Riverview Street Extension, shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of the express toll highway hereinbefore referred to, or to the alteration, reconstruction, relocation or extension of Riverview Street.

The aforesaid permanent drainage easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled:

"Plan for the Location of a Drainage Easement for the 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 40', date: October 25, 1956," a copy of which is to be filed with this Order of Taking in the Registry of Deeds for Hampden County.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
DE-153	Donald W. & Laura S. Van der Poel	0.22 ac.	\$1.00
DE-154	Elmer W. & George A. Wood	0.05 ac.	1.00
DE-155	Elmer W. & George A. Wood	0.23 ac.	1.00
E-156	Owner Unknown (Fuller Road)	0.12 ac.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the

fifth day of December, 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said drainage easements and easement be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the location of the drainage easements and easement,

as shown on said plan, was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as 'Massachusetts Turnpike' or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-fifth day of October, 1956.

William F. Cullen
Chairman

Emmanuel D. East
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 175
City of Chicopee
County of Hampden

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1957

Chicopee



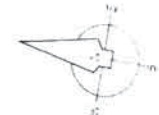
STATE HIGHWAY LAYOUT #179
I-90, Mass Pike, taking around station 475, near Fuller Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGE 107.

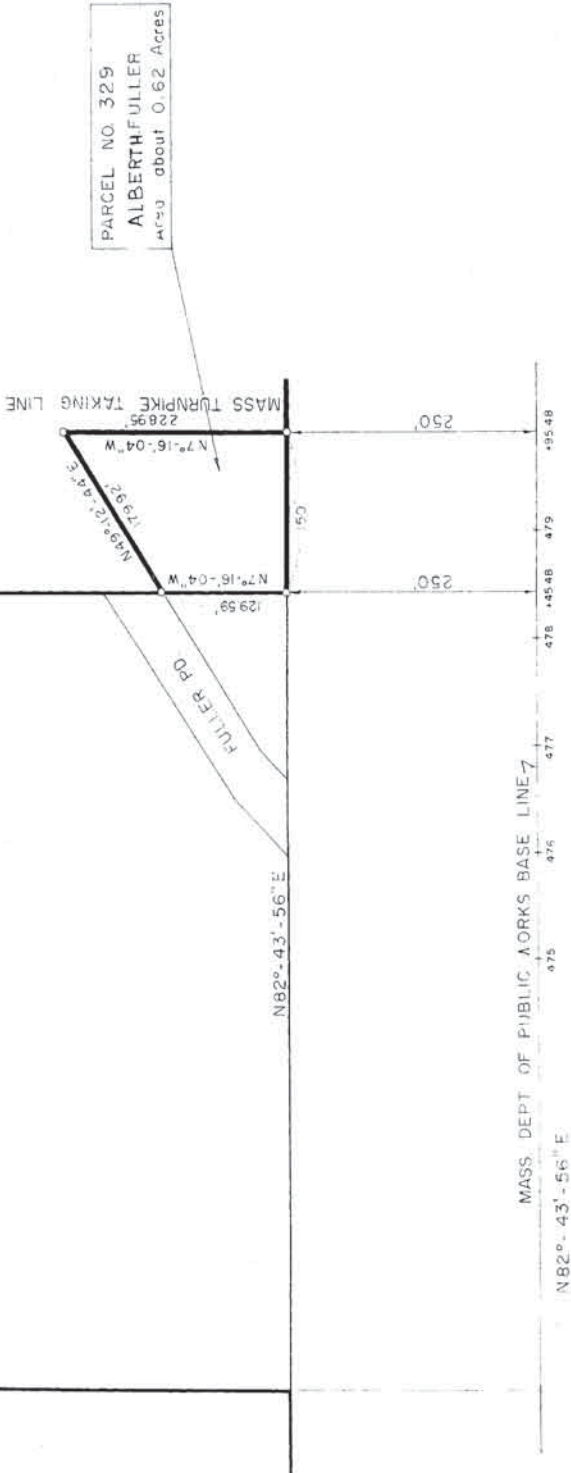
INDEXING

STATE HIGHWAY LAYOUT #179

- Image Info SH54054 Chicopee
- Image Info SH54054 Fuller Road
- Image Info SH54054 I-90
- Image Info SH54054 Mass. Pike



MASS. TURNPIKE LOCATION LINE NO ACCESS



A TRUE COPY, ATTEST

R. D. Macomber
SECRETARY

TREASURER

THIS CERTIFIES THAT THE LOCATION OF THE ROAD AS SHOWN ON THIS PLAN WAS TAKEN AS AND FOR AN EXPRESS TOLL HIGHWAY KNOWN AS THE "MASSACHUSETTS TURNPIKE"

OR AS AN ALTERATION AND/OR RELOCATION IN CONNECTION THEREWITH, BY THE

"MASSACHUSETTS TURNPIKE AUTHORITY"

ON January 10, 1957

IN ACCORDANCE WITH PROVISIONS OF CHAPTER 354 OF THE ACTS OF 1952

MASSACHUSETTS TURNPIKE

AUTHORITY

SCALE 1" = 100'

DATE January 10, 1957

P. H. Keefe, Jr.
CHIEF ENGINEER

ORDER OF TAKING NUMBER 179

CHAIRMAN

VICE CHAIRMAN

MEMBER

MASSACHUSETTS TURNPIKE AUTHORITY

APPROVED

HOWARD NEEDLES TAMMEN & BERGENDOFF

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 179

HAMPDEN, SS.

City/~~Town~~ CHICOPEE

January 25, 1957 10:10 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated January 10, 1957, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~and town~~ of Chicopee, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 179
City of Chicopee
County of Hampden

For the purpose of locating and constructing a turnaround, so-called, in the City of Chicopee, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway in said City, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the City of Chicopee, County of Hampden, all of said land being taken in fee simple, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

Excepted and reserved from the rights herein taken are the following:

All lawful rights of the public to use those portions of Fuller Road Turnaround in the City of Chicopee, as hereby altered and reconstructed, in accordance with the Fuller Road Turnaround Taking, hereinafter described.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking No. 143, recorded in the Registry of Deeds for Hampden County at Springfield, in book 2463 at page 505, it is necessary to construct a turnaround for which the taking is hereby taken in behalf of the Massachusetts Turnpike Authority in one taking, east of and abutting the easterly location line of the express toll highway, as described in said Order of Taking No. 143.

The said taking consists of the right to enter upon the land included in said taking at any time to construct thereon and to maintain and use said turnaround at and abutting Fuller Road in the City of Chicopee.

The main base line and the northerly location line for the layout highway taking, hereinafter referred to, are all described in Order of Taking No. 3994 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County at Springfield, in book 2187 at page 513.

The Turnaround Taking on the easterly side of the express toll highway as described in the aforesaid Order of Taking No. 143, and consisting of Parcel No. 329, as shown on the plan hereinafter referred to, is more fully described as follows:

The taking line begins at a point on the northerly location line of the Massachusetts Department of Public Works Taking No. 3994, hereinbefore referred to, said point also being on the easterly location line of Order of Taking No. 143 of the Massachusetts Turnpike Authority, hereinbefore referred to, bearing north $07^{\circ}-16^{\circ}-04''$ west, 250.00 feet distant from station 478 + 45.48 of the main base line of the aforesaid Public Works Taking; thence extends north $07^{\circ}-16^{\circ}-04''$ west, along said easterly location line, 129.59 feet to a point bearing north $07^{\circ}-16^{\circ}-04''$ west, 379.59 feet distant from station 478 + 45.58; thence extends north $49^{\circ}-12^{\circ}-44''$ east, 179.92 feet to a point bearing north $07^{\circ}-16^{\circ}-04''$ west, 478.95 feet distant from station 479 + 95.48 of said main base line; thence extends south $07^{\circ}-16^{\circ}-04''$ east, 228.95 feet to a point on said northerly location line; said point bearing north $07^{\circ}-16^{\circ}-04''$ west, 250.00 feet distant from station 479 + 95.48 of said main base line; thence extends in a westerly direction along said northerly location line 150.00 feet to the point of beginning.

The lines defining the aforesaid Fuller Road Turnaround Taking are further defined by bounds set at angle points.

The aforesaid Fuller Road Turnaround Taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the Location of a Turnaround in Connection with an Express Toll Highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 100', date: January 10, 1957," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
329	Albert H. Fuller	0.62 4 ac.	\$1.00

The name of the owner herein given, although supposed to be correct, is such only as matter of opinion and belief.

The owner and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty-eighth day of February, 1957 (unless otherwise agreed upon).

It is therefore

Voted, that said turnaround be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of

the Clerk of the City of Chicopee certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the Turnaround Taking as shown on said plan was taken as and for the construction, maintenance, repair and relocation of turnaround facilities for an express toll highway known as 'Massachusetts Turnpike' or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.


Dated at Boston this tenth

day of January,

1957.


Chairman


Vice Chairman


Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 179

HAMPDEN, _____ SS.

City/~~Town~~ CHICOPEE

January 25, 1957 10:10 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated January 10, 1957, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~and town~~ of Chicopee, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

ORDER OF TAKING NO. 179

CITY OF CHICOPEE

COUNTY OF HAMPDEN

Filed-Jan. 25, 1957

From the office of

MASS. TURNPIKE AUTH.

80 BOYLSTON ST.

BOSTON - MASS.

1957

Chicopee



STATE HIGHWAY LAYOUT #185
I-90, Mass. Pike, Chicopee River to station 11

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 62 PAGE 14.

INDEXING

STATE HIGHWAY LAYOUT #185
Image Info SH54055 Chicopee
Image Info SH54055 Chicopee River
Image Info SH54055 I-90
Image Info SH54055 Mass. Pike

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 185

Hampden

SS.

City/~~Town~~

Chicopee

September 3, 1957

9:00 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 15, 1957, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city of ~~XXXXXX~~ of Chicopee, as shown on said plan.

Attest:

Helen J. Greeley
Asst Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 185
City of Chicopee
County of Hampden

WHEREAS, the Commonwealth of Massachusetts, Department of Public Works, did grant to the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, of Boston, a section of an existing State Highway in the City of Chicopee, County of Hampden, by quitclaim deed dated March 6, 1956 and recorded in the Registry of Deeds for Hampden County in book 2482 at Page 33, and

WHEREAS, it is necessary to incorporate the aforesaid section of highway into the express toll highway, known as "Massachusetts Turnpike", the location of which was approved by the State Department of Public Works on November 19, 1953,

NOW, THEREFORE, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, duly created by Chapter 354 of the Acts of 1952, acting under Section 6 and/or any other section and amendment to the aforesaid Chapter 354 of the Acts of 1952, owner in fee simple of the aforesaid section of highway, does hereby declare that said land is hereby incorporated into the express toll highway, known as "Massachusetts Turnpike" as created under the provisions of Chapter 354 of the Acts of 1952.

For the Purpose of constructing, maintaining, repairing and operating as an express toll highway in the City of Chicopee, County of Hampden, all the land being held in fee simple (including the bridge abutment or abutments and all interest in the superstructure in or upon said abutment or abutments, constructed in or upon said premises) and being shown on a plan hereinafter referred to, excepting and reserving from the rights under the aforesaid deed all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now in or upon said premises, but with the provisions that all said facilities, except high tension lines, so called, shall be located under the ground and/or in or attached to the bridge.

The express toll highway herein described is for a portion of the "Massachusetts Turnpike," about 1119.44 feet in length, and beginning at the approximate center line of the Connecticut River and the approximate dividing line between the City of Chicopee and the Town of West Springfield and extends in an easterly direction to a point in the westerly street line of Sobieski Street in the City of Chicopee.

The express toll highway is more fully described as follows:

The main base line of the express toll highway begins at a point at the approximate center line of the Connecticut River and the approximate dividing line between the City of Chicopee and the Town of West Springfield, said point being shown on the plan hereinafter referred to as station 0 + 00.00. From said point of beginning the main base line extends north $89^{\circ} - 30' - 53''$ east, 1119.44 feet to a point in the westerly street line of Sobieski Street in the City of Chicopee, said point being shown on said plan as station 11 + 19.44.

The northerly location line of the express toll highway begins at a point at the approximate center line of the Connecticut River and the approximate dividing line between the City of Chicopee and the Town of West Springfield, said point bearing north $0^{\circ} - 29' - 07''$ west, 150.00 feet distant from station 0 + 00.00 of the main base line, hereinbefore described; thence extends north $89^{\circ} - 30' - 53''$ east, 861.99 feet to a

point bearing north $03^{\circ} -13' -12''$ west, 150.17 feet distant from station 8 + 69.15 of said main base line; thence extends south $03^{\circ} -13' -12''$ east, 15.02 feet to a point bearing north $03^{\circ} -13' -12''$ west, 135.15 feet distant from station 8 + 69.15 of said main base line; thence extends north $89^{\circ} -30' -53''$ east, 250.29 feet to a point in the westerly street line of Sobieski Street, said point bearing north $03^{\circ} -13' -12''$ west, 135.15 feet distant from station 11 + 19.44 of said main base line.

The southerly location line of the express toll highway begins at a point at the approximate center line of the Connecticut River at the approximate dividing line between the City of Chicopee and the Town of West Springfield, said point bearing south $0^{\circ} -29' -07''$ east, 150.00 feet distant from station 0 + 00.00 of the main base line, hereinbefore described; thence extends north $89^{\circ} -30' -53''$ east, 730.00 feet to a point bearing south $0^{\circ} -29' -07''$ east, 150.00 feet distant from station 7 + 30.00 of said main base line; thence extends north $0^{\circ} -29' -07''$ west, 56.00 feet to a point bearing south $0^{\circ} -29' -07''$ east, 94.00 feet distant from station 7 + 30.00 of said main base line; thence extends south $87^{\circ} -05' -25''$ east, 395.75 feet to a point in the westerly street line of Sobieski Street, said point bearing south $03^{\circ} -13' -12''$ east, 117.58 feet distant from station 11 + 19.44 of said main base line.

The westerly end of the express toll highway is defined by a line beginning at a point in the approximate center line of the Connecticut River and the approximate dividing line between the City of Chicopee and the Town of West Springfield, said point bearing north $0^{\circ} -29' -07''$ west, 150.00 feet distant from station 0 + 00.00 of the main base line, hereinbefore described; thence extends south $0^{\circ} -29' -07''$ east, 300.00 feet along said dividing line to a point bearing south $0^{\circ} -29' -07''$ east, 150.00 feet distant from station 0 + 00.00 of said main base line.

The easterly end of the express toll highway is defined by a line beginning at a point in the westerly street line of Sobieski Street in the City of Chicopee, said point bearing north $3^{\circ} -13' -12''$ west, 135.15 feet distant from station 11 + 19.44 of the main base line, hereinbefore described; thence extends south $3^{\circ} -13' -12''$ east, 252.73 feet along said westerly street line to a point bearing south $3^{\circ} -13' -12''$ East, 117.58 feet distant from station 11 + 19.44 of said main base line.

The location lines of the section of the express toll highway hereby located are further defined by bounds set thereon at angle points, and at the westerly and easterly ends of the section herein described.

Access to and egress from the express toll highway is restricted, being permitted across the location lines hereinbefore

described only at the places, for the purposes, and under the conditions hereinafter specified:

Access to and egress from said express toll highway are allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends as hereinbefore described.

The no access provisions do not apply to the former southerly location line between a point in the southerly location line, hereinbefore described, said point bearing south $0^{\circ} -29' -07''$ east, 150.00 feet distant from station 7 + 30.00 of the main base line, hereinbefore described; thence extends north $89^{\circ} -30' -53''$ east, 396.60 feet to a point in the aforesaid westerly street line of Sobieski Street, said point bearing south $3^{\circ} -13' -12''$ east, 150.17 feet distant from station 11 + 19.44 of said main base line.

Nothing in the above access to and egress from provisions, however, is to be construed as limiting the normal use of the waters of the Connecticut River within the location of the express toll highway or across the hereinbefore described northerly and southerly location lines thereof.

Two easements are hereby granted to the Western Massachusetts Electric Company, its successors and assigns, within portions of the express toll highway, hereinbefore described. Said easements consist of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain and operate high tension lines, so called, for the transmission of electricity overhead of a triangular shaped tract of land, being shown on the plan, hereinafter referred to; as parcels EG-201 and EG-202 and are more fully described as follows:

Beginning at a point in the easterly end of the express toll highway hereinbefore described, said point bearing north $3^{\circ} -13' -12''$ west, 40 ± feet distant from station 11 + 19.44 of the main base line, hereinbefore described; thence extends south $3^{\circ} -13' -12''$ east, 190 ± feet to a point in the former southerly location line, hereinbefore described, said point bearing south $3^{\circ} -13' -12''$ east, 150.07 feet distant from station 11 + 19.44 of said main base line; thence extends south $89^{\circ} -30' -53''$ west, 262 ± feet along said former location line to a

point; thence extends north $52^{\circ} - 30' - 53''$ east, $313 \pm$ feet to the point of beginning.

The easement granted to the City of Chicopee for the retention, control, operation and maintenance of a dike, as described in and shown on a plan filed with layout No. 3978 of the State Department of Public Works and recorded in the Registry of Deeds for Hampden County in book 2174 at Page 328, is hereby recinded, cancelled and declared null and void. In connection therewith, access to and egress from the highway across the northerly location line between points opposite station $5 + 75$ and $6 + 50$ of the main base line and across the southerly location line between points opposite station $7 + 00$ and $7 + 75$ of the main base line, as described and granted in the aforesaid layout No. 3978, are hereby recinded, cancelled, and declared null and void.

The express toll highway, hereinbefore described, is shown on a plan signed by John McCloskey, Ass't., Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: August 15, 1957, scale: 40 feet to the inch," an attested copy of which is to be recorded with this Order of Taking in the Registry of Deeds for Hampden County, in Springfield.

It is therefore

Voted, that the highway as described herein and as described and shown on said plan is hereby incorporated into the express toll highway; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the

Clerk of the City of Chicopee, copies of this Order of Taking along with a certified copy of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was deeded to the Massachusetts Turnpike Authority and has been incorporated into as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this fifteenth day of August , 1957.

William F. Callahan
Chairman

Benjamin V. Lunt
Vice Chairman

John R. Kewer
Member

Massachusetts
Turnpike
Authority

Massachusetts Turnpike Authority

Order of Taking No. 185
City of Chicopee
County of Hampden

Filed Sept. 3, 1957

From the office of
MASS. TURNPIKE AUTH.
80 BOYLSTON ST.
BOSTON - MASS.

1958

Chicopee



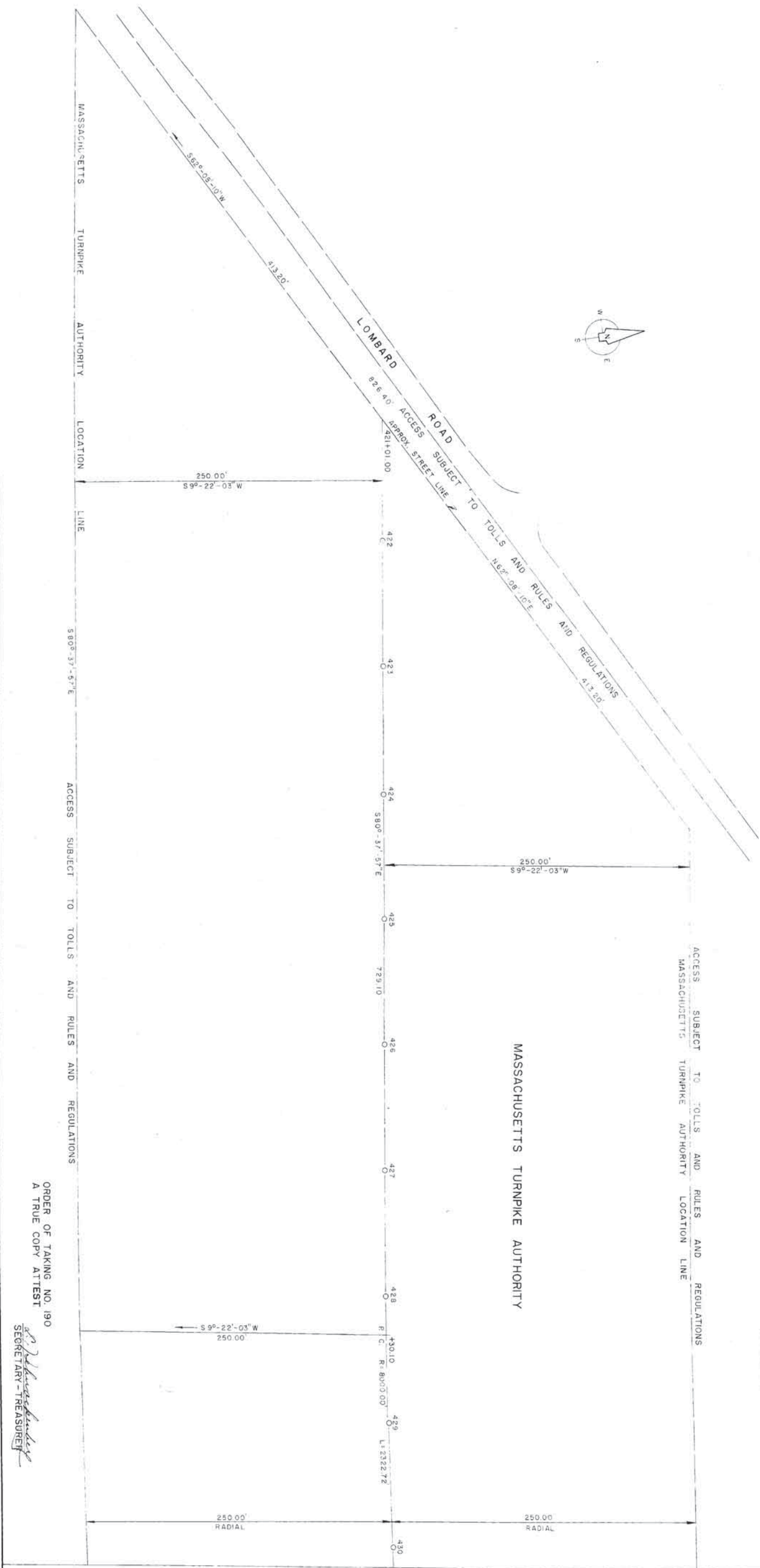
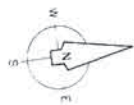
STATE HIGHWAY LAYOUT #190
I-90, Mass. Pike, Lombard Rd. station 421 to Ludlow town line, station 500

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 65 PAGES 87-99.

INDEXING

STATE HIGHWAY LAYOUT #190

- Image Info SH54056 Chicopee
- Image Info SH54056 Ludlow
- Image Info SH54056 I-90
- Image Info SH54056 Lombard Road
- Image Info SH54056 Mass. Pike



ORDER OF TAKING NO. 190
A TRUE COPY ATTEST

[Signature]
SECRETARY-TREASURER

THIS CERTIFIES THAT THE LOCATION OF THE ROAD AS SHOWN
ON THIS PLAN WAS ON MAY 8, 1957, INCORPORATED BY THE
MASSACHUSETTS TURNPIKE AUTHORITY, ACTING UNDER THE
PROVISIONS OF SECTION 8 OF CHAPTER 354 OF THE ACTS OF 1952,
INTO AND FOR AN EXPRESS TOLL HIGHWAY KNOWN AS "MASSACHUSETTS
TURNPIKE" OR AS AN ALTERATION AND OR RELOCATION THEREOF IN ACCORDANCE
WITH THE PROVISIONS OF CHAPTER 354 OF THE ACTS OF 1952.

William J. Calahan Chairman
John A. [Signature] Vice Chairman
John A. [Signature] Member
MASSACHUSETTS TURNPIKE AUTHORITY
APPROVED: *John Henry Dean*
HOWARD NEEDLER TAMMEN & BERGENDOFF

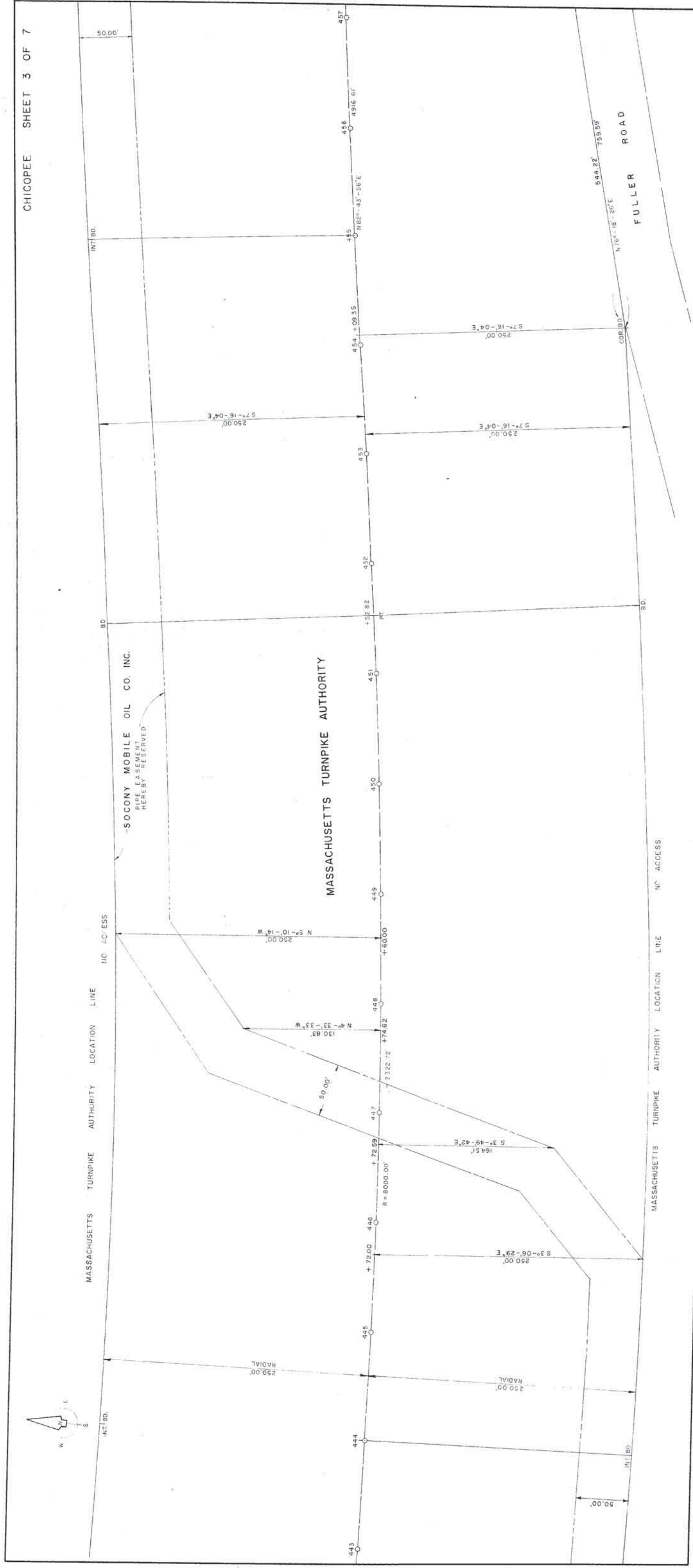
Plan for the location of an Express Toll Highway
known as

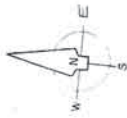
"MASSACHUSETTS TURNPIKE"
in the City of
CHICOPEE
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Scale: 40 feet to the inch

PH. Karpis
Chief Engineer

April 3, 1958
Date







MASSACHUSETTS TURNPIKE AUTHORITY LOCATION LINE

NO ACCESS

SOCONY MOBILE OIL CO. INC.
PIPE EASEMENT
HEREBY RESERVED

INT'D

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50.00'

S 7°-16'-04" E 250.00'

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N 82°-43'-56" E

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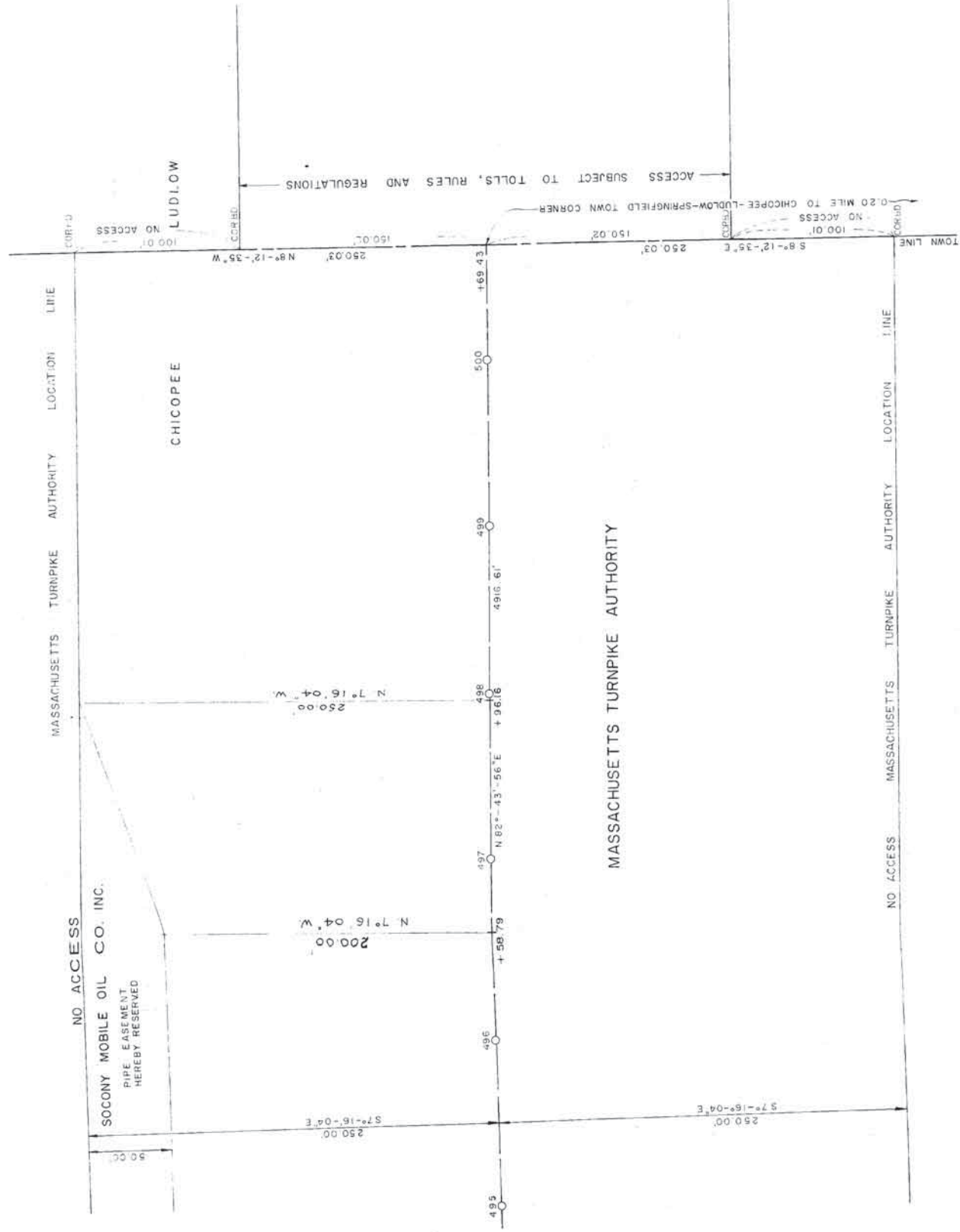
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COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT


COUNTY COMMISSIONERS

Order of Taking No. 190

Hampden SS.
City/~~Hampden~~ Chicopee
May 5, 1958 9:40 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 3, 19 58, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city ~~XXXXXXXXXX~~ of Chicopee, as shown on said plan.

Attest:

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 190
City of Chicopee
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting under the provisions of Section 6, Chapter 354 of the Acts of 1952, on May 8, 1957, did make entry for the purpose of incorporating into the "Massachusetts Turnpike" in the City of Chicopee, County of Hampden, the lands and rights which were taken by the Commonwealth of Massachusetts through Layout No. 3994, Department of Public Works, dated July 15, 1952, and recorded in the Registry of Deeds for the County of Hampden in book 2187 at page 513 and as shown on a plan recorded therewith, and as altered by Layout No. 3998, recorded in the aforesaid Registry of Deeds in book 2195 at page 25, and as amended by two amendments recorded in said Registry of Deeds in book 2298 at page 203 and in book 2342 at page 525.

NOW, THEREFORE, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, duly created by Chapter 354 of the Acts of 1952, acting under Section 6 and/or under any other section and amendment to the aforesaid Chapter 354 of the Acts of 1952 and Chapter 79 of the General Laws, owner in fee simple of the aforesaid lands (excepting Parcel E-160, hereinafter referred to), does hereby declare that the land was incorporated into the express toll highway, known as "Massachusetts Turnpike", as created

under the provisions of Chapter 354 of the Acts of 1952, by an entry made on said land on May 8, 1957, as evidenced by a certificate dated May 8, 1957 and recorded in the Registry of Deeds for the County of Hampden in book 2542 at page 159.

For the purpose of constructing, maintaining, repairing and operating as an express toll highway in the City of Chicopee, County of Hampden, all the land being held in fee simple, including all trees and structures, but not including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and for telephone communication or pipes for water, sewage, gas and petroleum products, however affixed to the realty located thereon (with the exception of Parcel E-160, in which a permanent easement was taken), and being shown on a plan hereinafter referred to, excepting and reserving from the rights under the aforesaid entry of incorporation all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas, gasoline, oil, electricity and for telephone communication now in or upon said premises, but with the provision that all said facilities shall be located under the land or attached to a bridge, with the exception of high tension wires.

The easement granted to the Western Massachusetts Electric Company by the Department of Public Works, Layout No. 3994 hereinbefore referred to is hereby cancelled.

The pipe easement granted to the Socony Vacuum Oil Company,

its successors and/or assigns (now known as Socony Mobil Oil Company, Inc.), by the Department of Public Works, Layout No. 3994, as altered by the Department of Public Works, Layout No. 3998, is reserved and retained, but subject to the rules and regulations of the Massachusetts Turnpike Authority.

The limited right of access to and egress from the express toll highway, hereinafter described, as restricted by Layout No. 3994 of the Department of Public Works, hereinbefore referred to, are retained, except as may be altered by the Massachusetts Turnpike Authority within the provisions of this Order of Taking No. 190.

The highway incorporated into the express toll highway, known as "Massachusetts Turnpike," and including two parcels of land, shown on the plan hereinafter referred to as Parcel Nos. 296-A and 296-B, taken by Order of Taking No. 119 of the Massachusetts Turnpike Authority, recorded in the Registry of Deeds for Hampden County in book 2444 at page 146, begins on the easterly side of Lombard Road and extends in an easterly direction 7968.43 feet to the dividing line between the City of Chicopee and the Town of Ludlow, and is more fully described as follows;

The main base line of the express toll highway begins at a point in the easterly side of Lombard Road, said point being shown on a plan, hereinafter referred to, as station 421 + 01.00. From said point of beginning the main base line extends south $80^{\circ}-37'-57''$ east, 729.10 feet to a point of curve, said point being shown on said plan as station 428 + 30.10; thence extends in an easterly direction by a curve to the left of 8000.00 feet radius, 2322.72 feet to a point of tangent, said point being shown on said plan as station 451 + 52.82; thence extends north $82^{\circ}-43'-56''$ east, 4916.61 feet to a point in the

dividing line between the City of Chicopee and the Town of Ludlow, being the end of the main base line and shown on said plan as station 500 + 69.43 of said main base line.

The northerly location line of the express toll highway begins at a point in the easterly side of Lombard Road, said point bearing north $62^{\circ}-08'-10''$ east, 413.20 feet distant from station 421 + 01.00 of the main base line, hereinbefore described; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point in the dividing line between the City of Chicopee and the Town of Ludlow, said point bearing north $8^{\circ}-12'-35''$ west, 250.03 feet distant from station 500 + 69.43 of said main base line; thence extends along said dividing line, south $8^{\circ}-12'-35''$ east, 100.01 feet to a point bearing north $8^{\circ}-12'-35''$ west, 150.02 feet distant from station 500 + 69.43 of said main base line.

The southerly location line of the express toll highway begins at a point in the easterly side of Lombard Road, said point bearing south $62^{\circ}-08'-10''$ west, 413.20 feet distant from station 421 + 01.00 of the main base line, hereinbefore described; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point bearing south $7^{\circ}-16'-04''$ east, 250.00 feet distant from station 454 + 09.35 of said main base line; thence extends north $76^{\circ}-18'-26''$ east, 759.59 feet to a point 165.00 feet distant from said main base line; thence extends in an easterly direction, 165.00 feet distant from and parallel to said main base line to a point bearing south $7^{\circ}-16'-04''$ east, 165.00 feet distant from station 484 + 98.19 of said main base line; thence extends north $89^{\circ}-59'-56''$ east, 808.30 feet to a point bearing south $7^{\circ}-16'-04''$ east, 267.24 feet distant from station 493 + 00.00 of said main base line; thence extends north $7^{\circ}-16'-04''$ west, 17.24 feet to a point bearing south $7^{\circ}-16'-04''$ east, 250.00 feet distant from station 493 + 00.00 of said main base line; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point in the dividing line between the City of Chicopee and the Town of Ludlow, said point bearing south $8^{\circ}-12'-35''$ east, 250.03 feet distant from station 500 + 69.43 of said main base line; thence extends along said dividing line, north $8^{\circ}-12'-35''$ west, 100.01 feet to a point bearing south $8^{\circ}-12'-35''$ east, 150.02 feet distant from station 500 + 69.43 of said main base line.

The westerly end of the express toll highway is defined by a line beginning at a point in the easterly side of Lombard Road, said point bearing north $62^{\circ}-08'-10''$ east, 413.20 feet distant from station 421 + 01.00 of the main base line, hereinbefore described; thence extends along said easterly side of Lombard Road, south $62^{\circ}-08'-10''$ west, 826.40 feet to a point bearing south $62^{\circ}-08'-10''$ west, 413.20 feet distant from station 421 + 01.00 of said main base line.

The easterly end of the express toll highway is defined by a line beginning at a point in the dividing line between the City of Chicopee and the Town of Ludlow, said point bearing north 8° - $12'$ - $35''$ west, 150.02 feet distant from station 500 + 69.43 of the main base line, hereinbefore described; thence extends along said dividing line south 8° - $12'$ - $35''$ east, 300.04 feet to a point bearing south 8° - $12'$ - $35''$ east, 150.02 feet distant from station 500 + 69.43 of said main base line.

The location lines of the express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature, and at the westerly and easterly ends of the location lines herein described.

Intermediate points are set on both said location lines, opposite station 444 of said main base line, on the northerly location line opposite stations 455, 463 and 488, and on the southerly location line opposite station 468.

Access to and egress from the express toll highway is restricted being permitted across the location lines and end lines, hereinbefore described, only at the places, for the purposes, and under the conditions hereinafter specified:

1. Access to and egress from said express toll highway is allowed, subject to the payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends as hereinbefore described.

2. Access to and egress from said express toll highway is allowed, subject to the payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the hereinbefore described northerly location line between a point bearing north 62° -

08'-10" east, 413.20 feet distant from station 421 + 01.00 of the main base line, hereinbefore described, and a point bearing north 3°-49'-25.5" east, 250.00 feet distant from station 436 + 04.13 of said main base line, and across the hereinbefore described southerly location line between a point bearing south 62°-08'-10" west, 413.20 feet distant from station 421 + 01.00 of said main base line and a point bearing south 1°-28'-58" west, 250.00 feet distant from station 439 + 31.00 of said main base line.

3. Access to and egress from the express toll highway is allowed, subject to the rules and regulations of the Massachusetts Turnpike Authority, across the hereinbefore described northerly location line between a point bearing north 7°-16'-04" west, 250.00 feet distant from station 471 + 00.00 of the main base line, hereinbefore described, and a point bearing north 7°-16'-04" west, 250.00 feet distant from station 478 + 45.48 of said main base line.

Included in the aforesaid entry for incorporation are two parcels of land taken in fee simple abutting the southerly location, hereinbefore described, and are shown on the plan, hereinafter referred to, as Parcels PD-10 and PD-11.

Parcel PD-10 is a strip of land 10 feet in width lying between the aforesaid southerly location line and Riverview Street Extension and begins at a point in said southerly location line, said point bearing south 7°-16'-04" east, 175.00 feet distant from station 460 + 75.37 of the main base line, hereinbefore described; thence extends in an easterly direction 175.00 feet distant from and parallel to said main base line to a point in said southerly location line, said point bearing south 7°-16'-04" east, 175.00 feet distant from station 485 + 76.61 of said main base line; thence extends south 89°-

59'-56" west, 79.06 feet along said southerly location line to a point; thence extends in a westerly direction about 2325.00 feet along said southerly location line to a point; thence extends south 76°-18'-26" west, 89.37 feet along said southerly location line to the point of beginning.

Parcel PD-11 is a triangular shaped tract of land, abuts the aforesaid southerly location line on the north, and Riverview Street Extension on the west and south, and begins at a point in the southerly location line, said point bearing south 7°-16'-04" east, 203.48 feet distant from station 488 + 00.00 of the main base line, hereinbefore described; thence extends along said southerly location line north 89°-59'-56" east, 367.74 feet to a point bearing south 7°-16'-04" east, 250.00 feet distant from station 491 + 64.80 of said main base line; thence extends in a westerly direction 250.00 feet distant from and parallel to said main base line to a point bearing south 7°-16'-04" east, 250.00 feet distant from station 488 + 00.00 of said main base line; thence extends north 7°-16'-04" west, 46.52 feet to the point of beginning and contains about 0.19 acre.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in and over a certain parcel of land included within the limits of the express toll highway incorporation hereinbefore described and designated on the plan hereinafter referred to as Parcel E-160; said easement consisting of the right to enter on said land at any time to construct, maintain, repair and operate as an express toll highway or as an alteration and/or relocation thereof.

The provisions of no access across the southerly location line of the aforesaid Layout No. 3994 do not apply between a point bearing south 7°-16'-04" east, 175.00 feet distant from station 460 + 75.37 of the aforesaid main base line and extending in an easterly direction 175.00 feet distant from and parallel to said main base line to a point bearing south 7°-16'-04" east, 175.00 feet distant from station 485 + 76.61 of said main base line, and being shown

as the southerly taking line of Parcel PD-10, on the plan hereinafter referred to, the above restriction is being removed in favor of the restriction imposed herein on the altered southerly location line.

The provisions of no access across the southerly location line of the aforesaid Layout No. 3994 do not apply between a point bearing south $7^{\circ}-16'-04''$ east, 203.48 feet distant from station 488 + 00.00 of the aforesaid main base line, and extending south $7^{\circ}-16'-04''$ east, 46.52 feet; thence extending north $82^{\circ}-43'-56''$ east, 364.80 feet to a point bearing south $7^{\circ}-16'-04''$ east, 250.00 feet distant from station 491 + 64.80 of said main base line, and being shown as the southerly and westerly taking lines of Parcel PD-11, on the plan hereinafter referred to, the above is being removed in favor of the restriction imposed herein on the altered southerly location line.

An easement is hereby granted to the Western Massachusetts Electric Company, its successors and assigns, on the land hereinafter described and designated and shown on the plan hereinafter referred to as Parcel EG-203. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain and operate high tension lines, so called, for the transmission of electricity overhead of a portion of the land owned in fee by the Massachusetts Turnpike Authority.

Parcel EG-203 is described as follows, and begins at a point in the northerly location line, hereinbefore described, said point bearing north $0^{\circ}-55'-28''$ west, 250.33 feet distant from station 438 + 59.74 of the main base line, hereinbefore described; thence extends in an easterly direction along said northerly location line 150.14 feet to a point bearing north $0^{\circ}-55'-28''$ west, 250.13 feet distant

from station 440 + 09.75 of said main base line; thence extends south 0°-55'-28" east, 500.26 feet to a point in the southerly location line, hereinbefore described, said point bearing south 0°-55'-28" east, 250.13 feet distant from station 440 + 09.75 of said main base line; thence extends in a westerly direction along said southerly location line 150.12 feet to a point bearing south 0°-55'-28" east, 250.32 feet distant from station 438 + 59.74 of said main base line; thence extends north 0°-55'-28" west, 500.65 feet to the point of beginning.

Two easements are hereby granted; to the City of Chicopee, Electric Light Department and to New England Telephone and Telegraph Company, their successors and assigns, in the land hereinafter described and designated and shown on the plan hereinafter referred to as Parcel EG-204. Said easements consist of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain and operate duct lines, so called, for the transmission of electricity and for telephone communication in a portion of the land owned in fee by the Massachusetts Turnpike Authority and consent to their use in a portion of Fuller Road, insofar as the Authority controls the land by a permanent easement referred to as Parcel E-160.

Parcel EG-204 is a strip of land 50.00 feet in width and extends from the southerly location line, hereinbefore described, north 7°-16'-04" west, 415.00 feet to the northerly location line, hereinbefore described. The westerly side of Parcel EG-204 bisects station 476 + 20.00 and the easterly side of said Parcel EG-204 bisects station 476 + 70.00 of the main base line, hereinbefore described.

The express toll highway, hereinbefore described, is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan

being entitled: "Plan for the Location of an Express Toll Highway known as 'Massachusetts Turnpike' in the City of Chicopee, Hampden County, as prepared by the Massachusetts Turnpike Authority, Scale: 40 feet to the inch, Date: April 3, 1958," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for the County of Hampden, in Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
E-160	Owner Unknown (Fuller Road)	1.80 Ac.	\$1.00

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

IT IS THEREFORE

VOTED, that the express toll highway be located as described herein and as described and shown on said plan, and that the rights to Socony Mobil Oil Company, Inc. be reserved; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners for the County of Hampden and in the office of the Clerk of the City of Chicopee, copies of this order of taking along with copies of said plan signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the road as shown on said plan was on May 8, 1957, incorporated by the Massachusetts Turnpike Authority, acting under the provisions of Section 6 of Chapter 354

of the Acts of 1952, into and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation thereof in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this third day of April ,
1958.

William F. Tamm
Chairman

MASSACHUSETTS

Vice Chairman

TURNPIKE

John R. Kewer
Member

AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 190
City of Chicopee
County of Hampden

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End of Book ~ State Highways ~ Chicopee